

# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 1

Battalion 1

Silver Spring Station

8110 Georgia Avenue, Silver Spring



### Description

- Ownership: County
- Employees: 10 Shift Work
- Apparatus Housed: Engine, Truck, Ambulance, Medic
- First Due Area: 2.08 mi<sup>2</sup>
- Active LOSAP Volunteers: 36
- IECS Volunteers: 22

### Overview

Silver Spring Station 1 is located between Georgia Avenue (MD97) and the METRO/CSX train tracks in their back yard. Georgia Avenue itself is a major six lane highway that runs from Washington D.C. to Howard County, a county bordering Montgomery County to the northeast. Silver Spring itself “serves as the primary urban area in Montgomery County”<sup>4</sup> and has been revitalized in recent years with new national retail chains, theaters, and restaurants as well as many family-owned restaurants with their own ethnic diversity. In 2003, Discovery Communications (Discover Channel) built their new headquarters on the corner of Georgia Avenue and Colesville Road. It is a huge, state-of-the-art facility that employs over 1,000 people.

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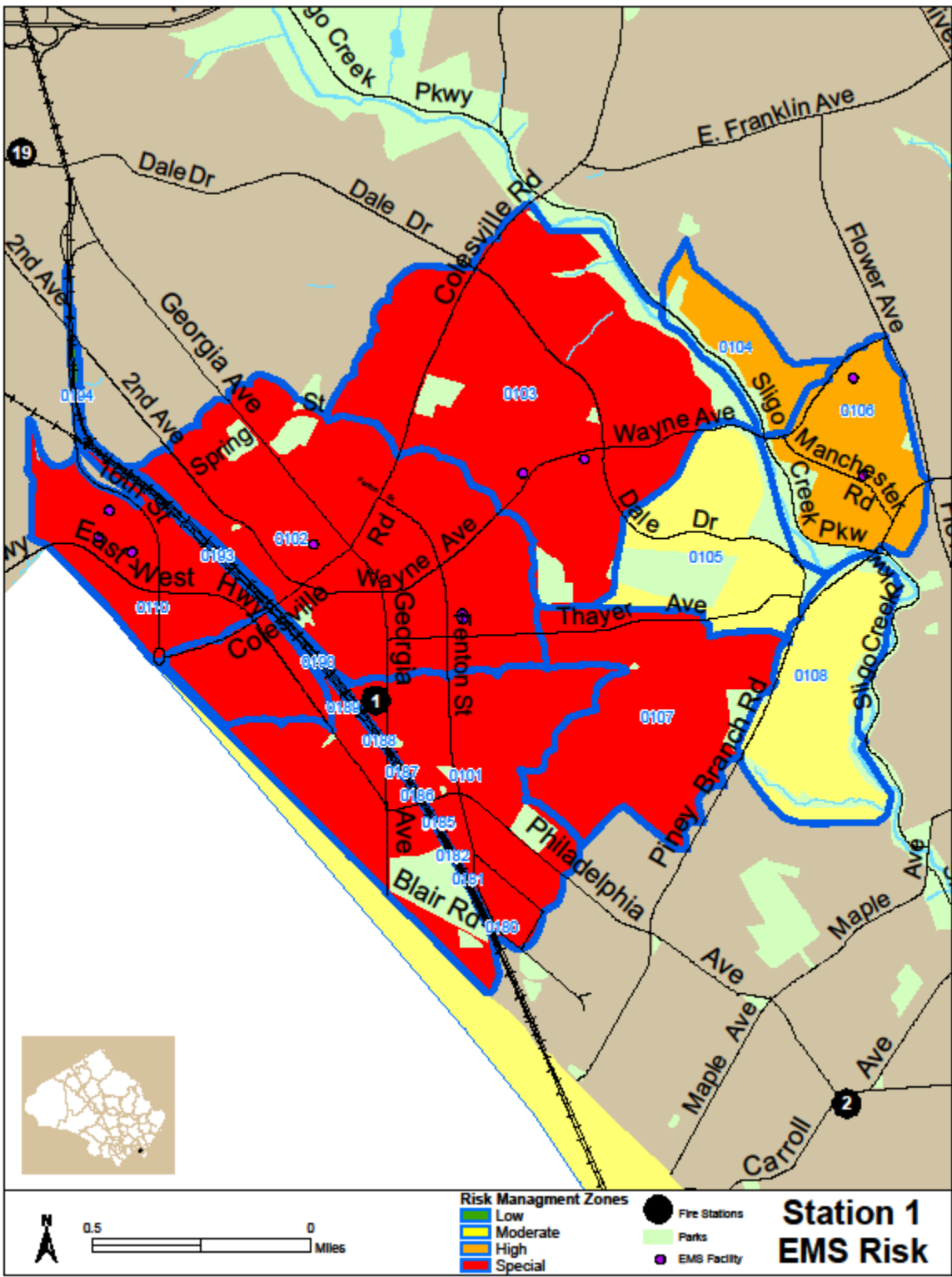
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#### **High Risk Areas – Including Hazards**

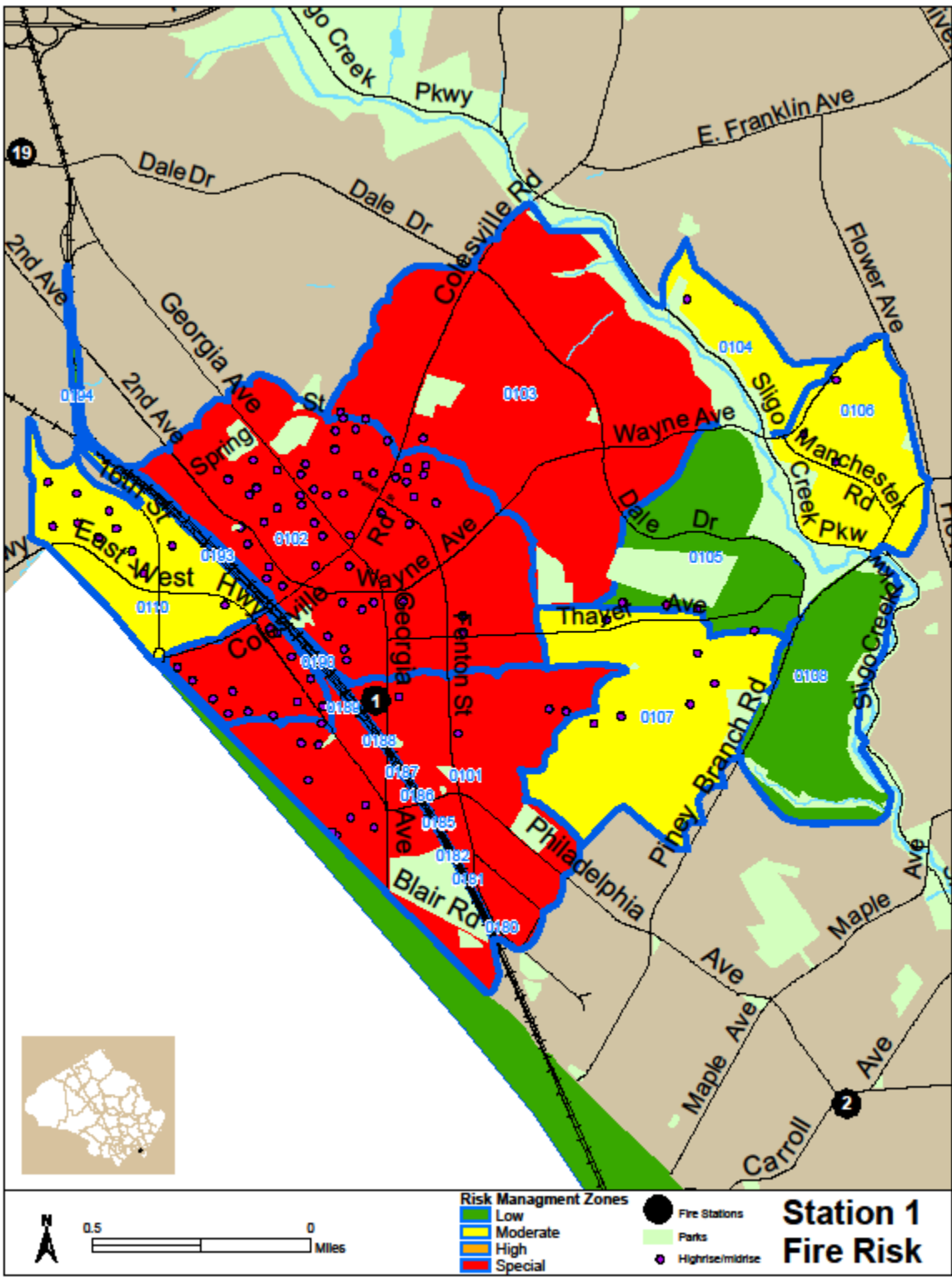
Silver Spring has both the METRO and CSX railroad running through the downtown area which is served by Fire Station 1. The railroad right-of-way is used by CSX, Amtrak, and MARC trains. The Silver Spring METRO station is an above ground station. METRO services many professionals, visitors and students. In November 2010, the Silver Spring METRO Station had 12,602 pedestrians entering the METRO and 12,185 pedestrians exiting the METRO during the weekdays alone. For weekends during November 2010, 10,775 pedestrians entered the METRO at the Silver Spring Station and 10,620 exited. Fire Station 1 generally runs calls to the METRO or its vicinity frequently every shift. Particularly noteworthy, CSX Railroad transports an enormous amount and variety of chemicals and other hazardous materials through the downtown Silver Spring area every day presenting a huge hazard for the employees in Silver Spring as well as its residents. Another known hazard in Station 1's area is the known research labs and college science labs. Furthermore, there is a Verizon Switching Facility in the area.

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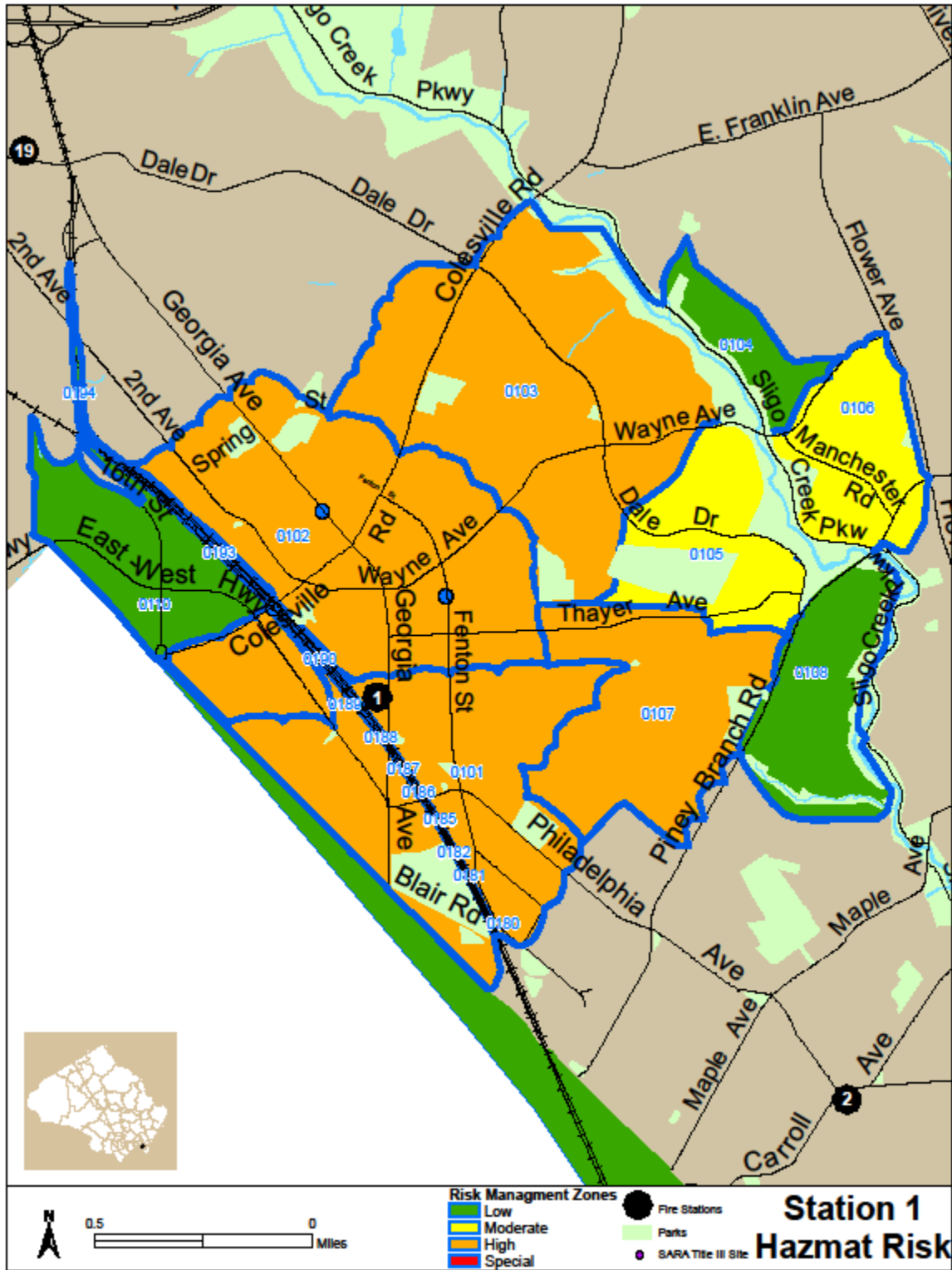
<b>Station 1 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>621</b>	<b>658</b>	<b>634</b>	<b>351</b>
<b>ALS1</b>	<b>1098</b>	<b>1170</b>	<b>1165</b>	<b>572</b>
<b>ALS2</b>	<b>149</b>	<b>122</b>	<b>163</b>	<b>67</b>
<b>BLS</b>	<b>2035</b>	<b>2168</b>	<b>1975</b>	<b>930</b>
<b>Explosive</b>	<b>34</b>	<b>34</b>	<b>30</b>	<b>11</b>
<b>Firefull</b>	<b>50</b>	<b>52</b>	<b>50</b>	<b>19</b>
<b>Hazmat</b>	<b>40</b>	<b>75</b>	<b>70</b>	<b>27</b>
<b>Tech Rescue</b>	<b>122</b>	<b>174</b>	<b>153</b>	<b>71</b>
<b>Total Calls</b>	<b>4376</b>	<b>4623</b>	<b>4429</b>	<b>2145</b>



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## COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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### Fire Station 2

Battalion 1

Takoma Park Station

7201 Carroll Avenue, Takoma Park



#### Description

- Ownership: County
- Employees: 5 Shift Work
- Apparatus Housed: Engine, Ambulance
- First Due Area: 2.54 mi<sup>2</sup>
- Active LOSAP Volunteers: 24
- IECS Volunteers: 11

#### Overview

Takoma Park Station 2 is a prominent committee landmark at the intersection of Carroll Avenue and Philadelphia Avenue – two of the few main roads in Takoma Park. Takoma Park was incorporated in 1890; it was a planned commuter suburb and is situated along the Metropolitan Branch of the Baltimore and Ohio Railroad, just northeast of Washington, D.C. The city is governed by a mayor, council members and an appointed city manager. The top employers in the city (2009) are Washington Adventist Hospital (1,660 employees), Montgomery College (300 employees) and Montgomery County Public Schools (235 employees). In the late 1960s and 1970s, Takoma Park was becoming noted regionally and nationally for political activism outside the Nation’s capital.<sup>18</sup> A huge dispute that went on for years and ending in 1995 were the boundaries of Takoma Park. Prior to 1995, the boundaries of Takoma Park went into the District of Columbia and Prince George’s County. The “old town” of Takoma Park was always in Maryland; however, the citizens of Takoma Park lobbied for the county boundaries to be adjusted and they won – “following subsequent

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approval by both counties' councils and the Maryland General Assembly, the county line was moved to include the entire city into Montgomery County.”

#### **High Risk Areas – Including Hazards**

The METRO's Red-Line and CSX railroad tracks run through Station 2's area approximately 1/8 – 1/4 mile. There is no actual station however. There is no high interstate traffic or industrial/chemical/biological hazards. Station 2 does service one hospital (Washington Adventist Hospital); one nursing home; four to five known group/boarder homes and two senior living high-rise apartment buildings.

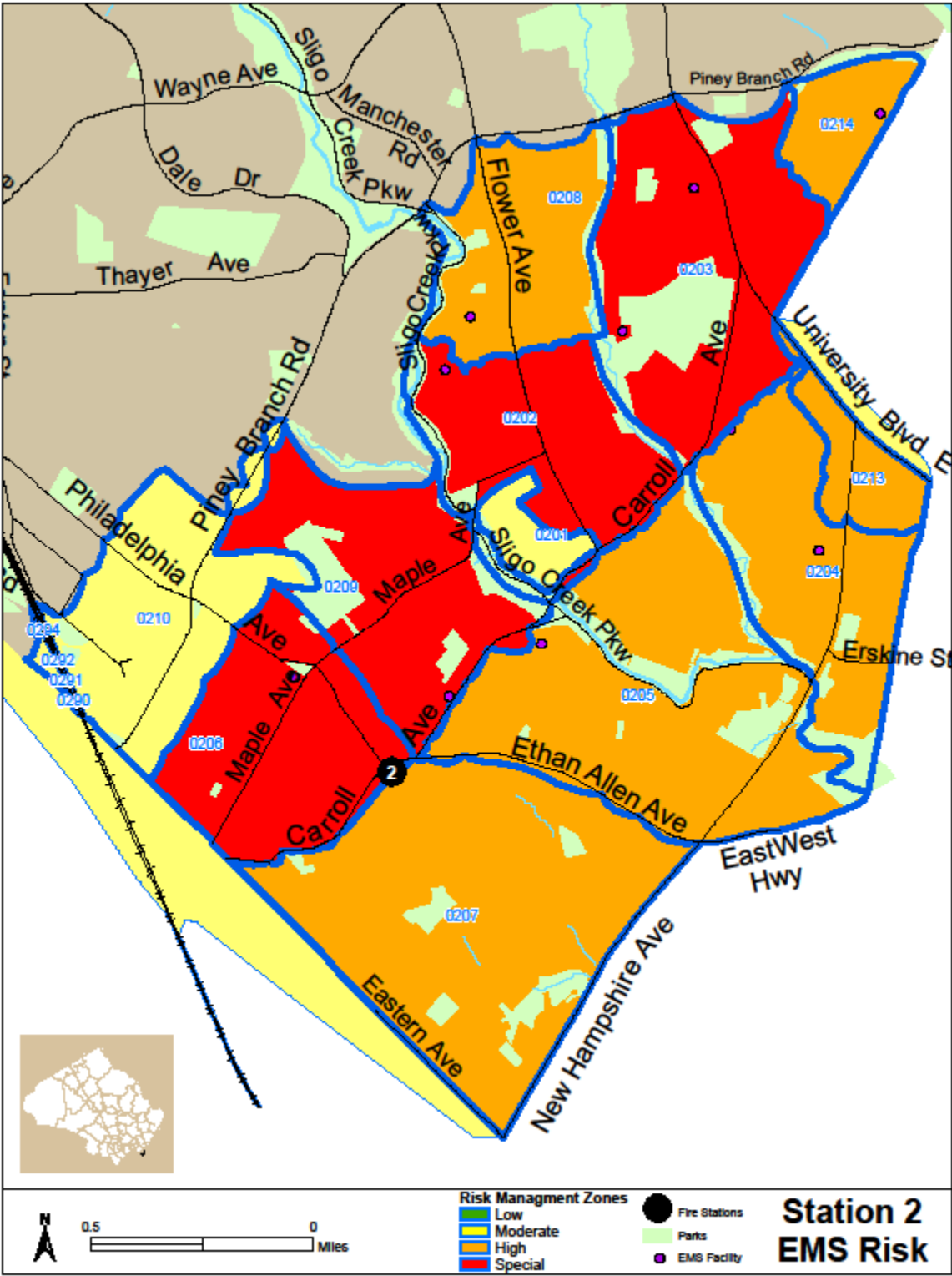
Washington Adventist Hospital is a 281-licensed bed acute care facility located in downtown Takoma Park. The hospital provides a range of health services to the community such as cardiac and vascular care, maternity services, cancer care, surgical services, and orthopedics and emergency services. When the hospital first opened in 1907, it was Montgomery County's first cardiac center. Today, more than 500 open-heart surgeries and 6,000 interventional cardiology procedures are performed annually.



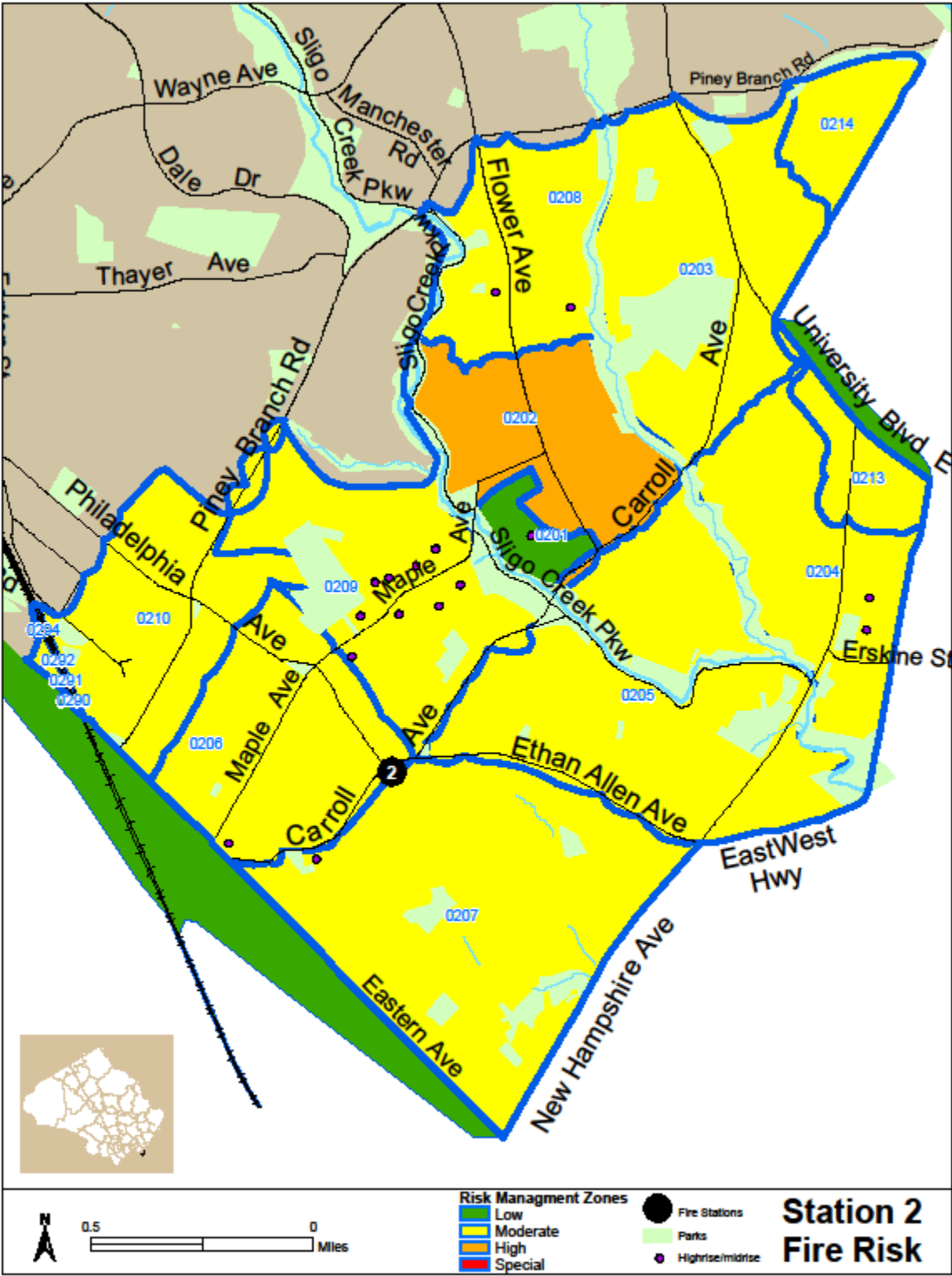
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<b>Station 2 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>371</b>	<b>387</b>	<b>357</b>	<b>181</b>
<b>ALS1</b>	<b>586</b>	<b>590</b>	<b>606</b>	<b>284</b>
<b>ALS2</b>	<b>88</b>	<b>80</b>	<b>94</b>	<b>29</b>
<b>BLS</b>	<b>997</b>	<b>975</b>	<b>1031</b>	<b>431</b>
<b>Explosive</b>	<b>3</b>	<b>N/A</b>	<b>1</b>	<b>1</b>
<b>Firefull</b>	<b>43</b>	<b>34</b>	<b>37</b>	<b>22</b>
<b>Hazmat</b>	<b>17</b>	<b>42</b>	<b>49</b>	<b>17</b>
<b>Tech Rescue</b>	<b>56</b>	<b>36</b>	<b>40</b>	<b>33</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>	<b>N/A</b>
<b>Total Calls</b>	<b>2316</b>	<b>2312</b>	<b>2413</b>	<b>1086</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

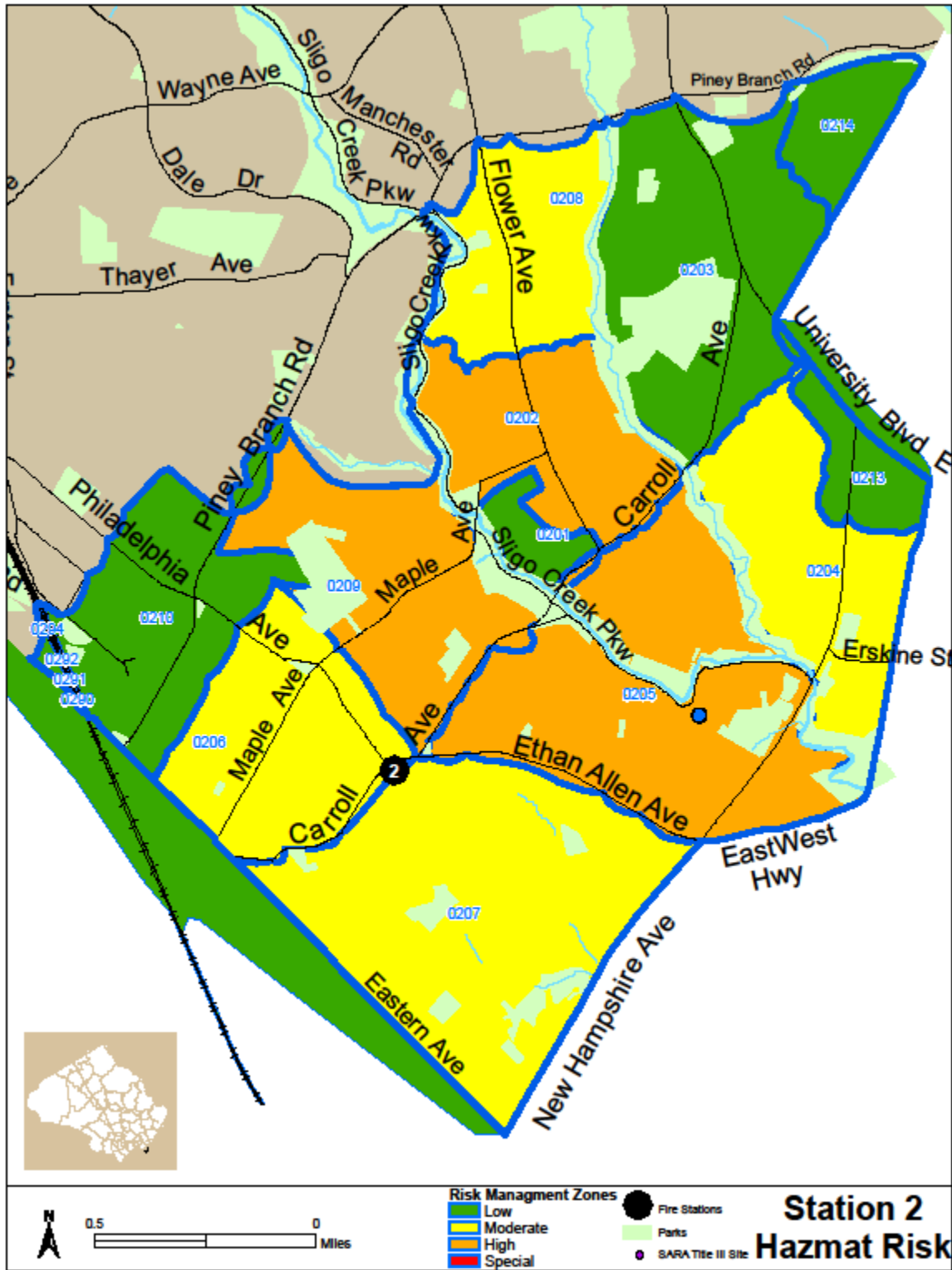
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## COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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### Fire Station 3

Battalion 3

Rockville Station

380 Hungerford Drive, Rockville



#### Description

- Ownership: Volunteer
- Employees: Each shift has 9 assigned members (A, B, C, D); On nights and weekends there are 6 shift workers; On weekdays there are 8 day workers (10 hours) for a total of 14
- Apparatus Housed: Engine (AFRA), Truck, Squad Ambulance, Medic Unit
- First Due Area: 14.32 mi<sup>2</sup>
- Active LOSAP Volunteers: 169
- IECS Volunteers: 125

#### Overview

Rockville is home to many people as well as the heart of business for the Federal, County and Local governments, research offices and headquarters for national corporations. West Montgomery Avenue is the main street in historic Rockville, still only two lanes, which showcases mature trees, brick sidewalks, balloon-frame homes as well as new-lightweight construction homes. A wide variety of buildings, hazardous materials and people keep the fire stations of Rockville busy.

A meeting on March 9, 1921, started the process for forming the Rockville Volunteer Fire Department. For the first few years of its existence, the fire apparatus was stored in the basement of the County courthouse that was built in the late 1800's. The siren was in the tower of the same courthouse until 1966. The original fire station was built on Perry Street in 1926 and was replaced with Station 3 in 1966 as it currently stands. Station 3 is the home of the volunteer administrative activities of the corporation and it sits curbside to Hungerford Drive (RT 355) – a six-lane highway that runs from Washington D.C. to Pennsylvania and is one of the most traveled highways in Montgomery County. On the other side of Hungerford Drive are the METRO and CSX Railroad

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tracks bringing many people to and from work in Rockville. Approximately five miles in the opposite direction is Interstate 270 which Station 3 protects from Shady Grove Road to Wooten Parkway. Rockville is diverse in the many forms of businesses that have become a permanent fixture: Montgomery College (built in 1946 with more than 15,000 full/part-time students<sup>41</sup>); PEPCO; Shady Grove Transfer Station for refuse and recycling; METRO; Shady Grove Adventist Hospital; judicial and government buildings; home to the administrative aspect of Montgomery County Fire/Rescue and a plethora of research laboratories that have biological hazards.

#### **High Risk Areas – Including Hazards**

Rockville has both the METRO and CSX railroad running through their first due area which is served by Station 3. There are two METRO stations: Rockville and Shady Grove. The railroad right-of-way is used by CSX, Amtrak, and MARC trains. Both stations are “at-grade” stations. Rockville Metro Station is at Route 355 and Park Road. Shady Grove METRO Station is at Somerville Drive. Part of the Shady Grove station is in Station 28’s area; however, Station 3 handles all the calls. METRO services many professionals, visitors and students. In November 2010, the Rockville METRO Station had 4,699 pedestrians entering the METRO and 4,647 exiting the METRO during the weekdays alone. For weekends during November 2010, 3,254 pedestrians entered the METRO at Rockville and 3,207 exited. In November 2010, the Shady Grove METRO Station had 13,323 pedestrians entering the METRO and 13,001 exiting the METRO during the weekdays. For weekends during November 2010, 8,575 pedestrians entered the Shady Grove METRO Station and 8,500 exited<sup>56</sup>.

Shady Grove Adventist Hospital, an acute-care facility and located in Station 3’s first due area, opened in 1979 and has recently had many renovations to be able to house 336 beds and expand its neonatal intensive care unit and pediatrics department. Shady Grove Hospital is located within a 600-acre Life Sciences Center which has Montgomery County’s largest concentration of advanced technology companies including the hospital, Johns Hopkins University – Montgomery County Campus, the Universities at Shady Grove, Potomac Ridge Behavioral Health and many biotechnology companies. Shady Grove Hospital currently has approximately 2,000 employees, 1,200 medical staff and health professionals, and 800

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volunteers. Shady Grove delivers approximately 5,000 babies per year and treats over 100,000 emergency patients and operates the first Pediatric Emergency Department in Montgomery County. Shady Grove is also a Stroke and STEMI designated hospital for local medical transports. Potomac Ridge is an 87-bed acute psychiatric and substance abuse treatment facility less than one mile from Shady Grove Hospital. The facility is coupled with an additional 83-bed residential treatment center for adolescents and various outpatient services. The Ridge School of Montgomery County is also housed within the perimeters of the Adventist Behavioral Health campus. The school is run by the Board of Education and serves adolescents across the State of Maryland that have experienced a failure with truancy, loss of self-esteem, academic progress and negative attitudes. The school works with children grades six through twelve.

The biotechnology corridor surrounds Rockville: Research Boulevard, Taft Court, and Medical Center Drive. Many of the facilities focus on infectious disease, cancer, endocrinology, animal models, and genomic medicine. Also located in the vicinity of the biotechnological area is Washington Gas which has a small office with eighteen employees and is considered a Peak Shaving Plant. The plant maintains twelve employees on the premises and has been in existence for close to sixty years. This particular plant sits on 120 acres of land next to the METRO and CSX tracks. They have 115 underground mounded containers filled with natural gas and propane. Fortunately, the plant does not extend under RT. 355. Washington Gas has and follows an emergency plan that they update annually. A peak shaving plant is typically used to shave off the demand of our customers on the peak demand days of the year (coldest). Energy is stored at the plant (propane and compressed natural gas) to send into the Washington Gas Distribution Pipeline to make sure customers continue to received economical natural gas during the times where they need it most to heat their homes, businesses, etc. Washington Gas is not a transmission company. They purchase their gas from the transmission company much the same way a customer purchases gas from them.

In 2009, funding through the Capital Improvements Program began the development of Judicial Center Annex that includes a new six-story Annex attached to the existing Judicial Center and Executive Office Building that will include courtrooms and court support functions; a future County Office Building and the new District Court (completed in 2010). There are five

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major case types that Montgomery County Circuit Court hears: criminal, civil, family, juvenile and child welfare. The total number of case filings had been in the low-mid 30,000s in the first half of 2000 but exceeded filing in years 2008 and reached 43,138 in 2009. Approximately one-third of the total filings are family and civil filings between 1997 and 2009 whereas less than twenty percent are criminal and juvenile. The court also experienced an eighteen percent increase in trials set and a twenty-one percent increase in trials held but the court believes they will see a decline with the use of Alternative Dispute Resolutions. For civil, criminal and family cases, Montgomery County ranks second behind Anne Arundel County in the four “large jurisdictions” in Maryland (Anne Arundel County, Baltimore City, Baltimore County and Prince George’s County)

The Montgomery County Detention Center – Seven Locks is responsible for the intake/processing of adult male/female offenders and will maintain a capacity of two hundred inmates. It is a “pre-trial booking facility” that takes all classifications of inmates: from traffic offenders to capital offenders. They have seventy-two hours to bond themselves or they will be taken to a correctional facility. Approximately 16,000 offenders annually arrive at the Central Processing Unit (located behind the detention center) after they have medically and psychologically cleared

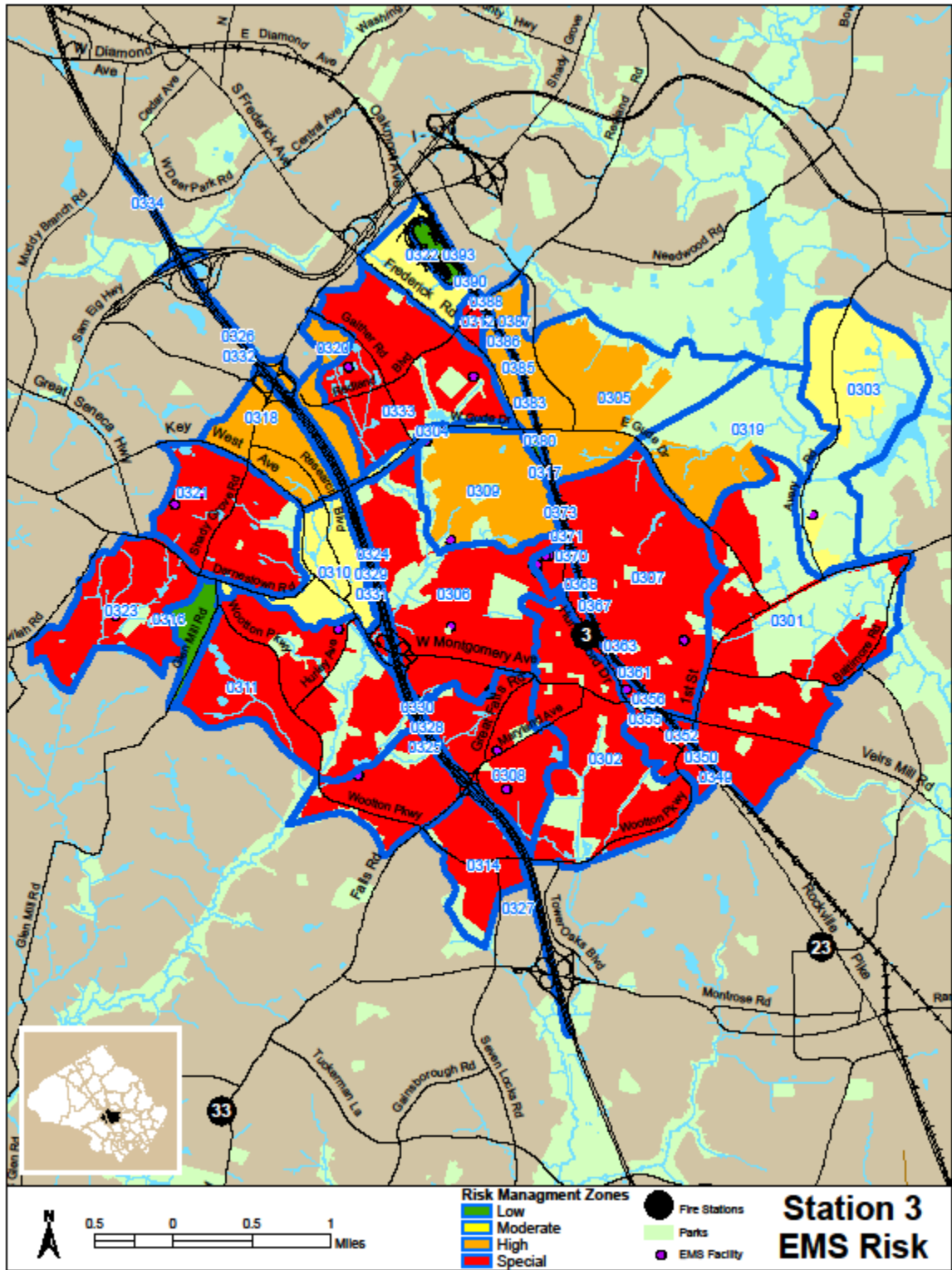


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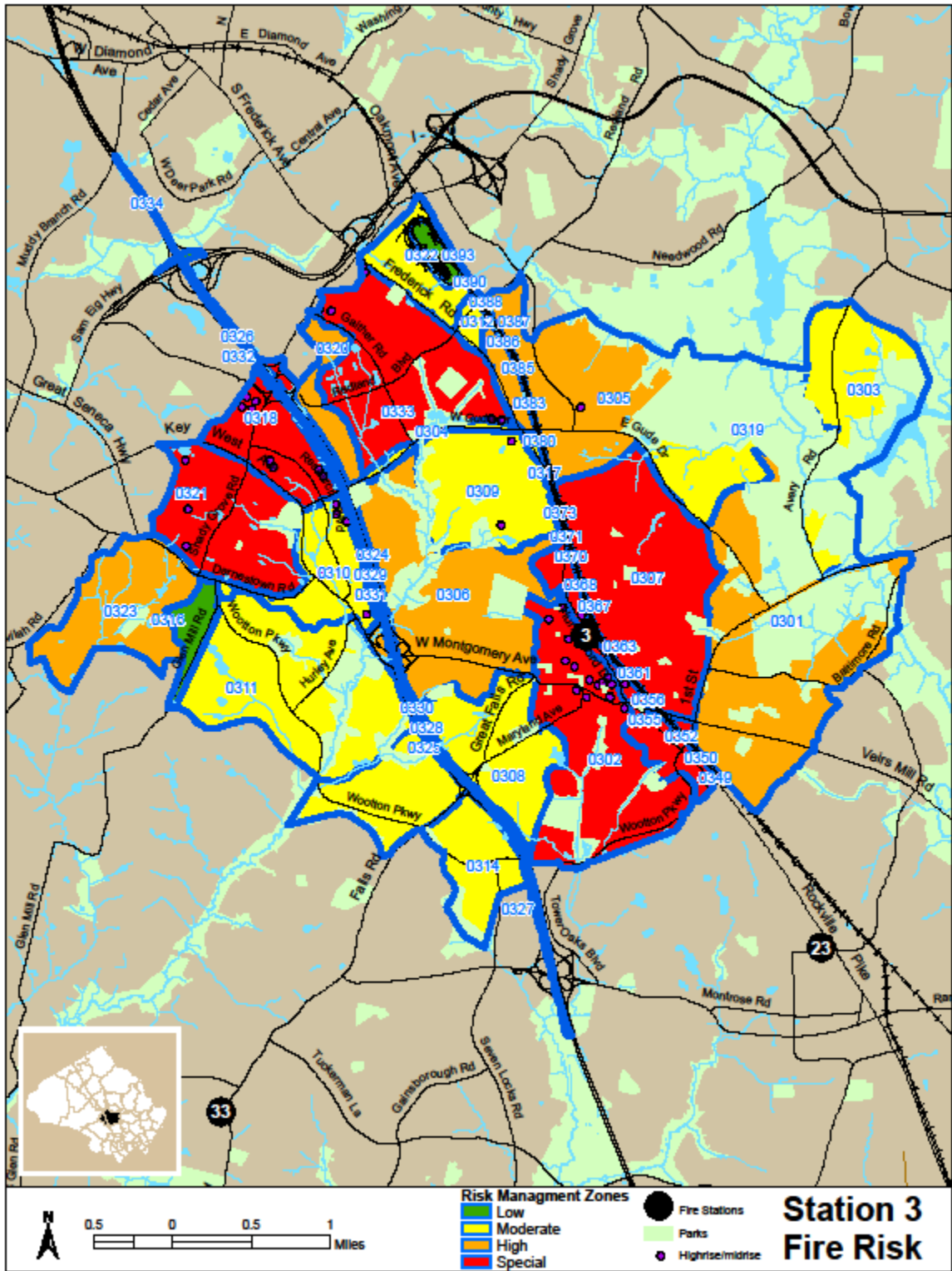
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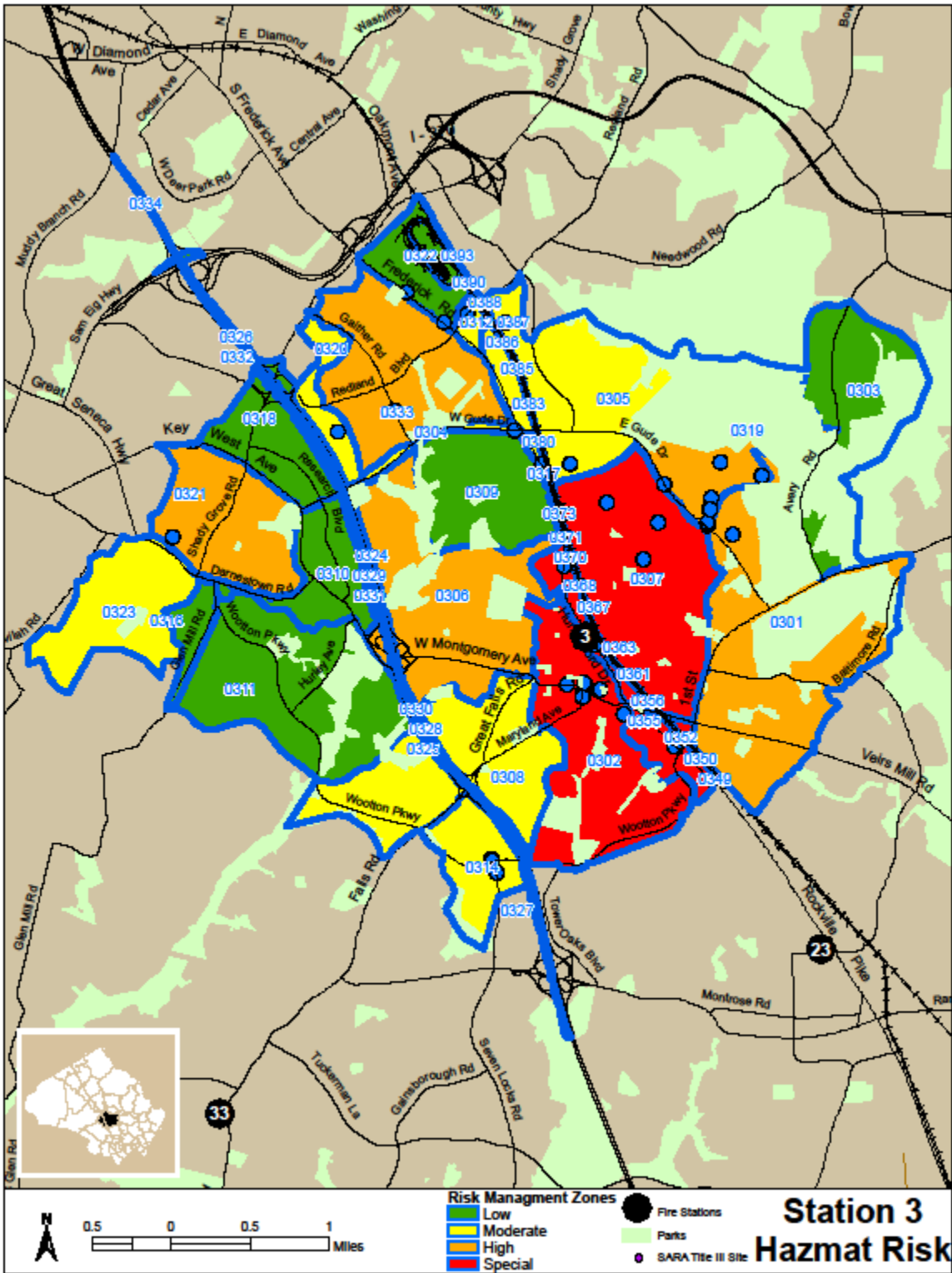
<b>Station 3 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>1034</b>	<b>1146</b>	<b>1017</b>	<b>530</b>
<b>ALS1</b>	<b>2264</b>	<b>2258</b>	<b>2331</b>	<b>1138</b>
<b>ALS2</b>	<b>238</b>	<b>237</b>	<b>254</b>	<b>119</b>
<b>BLS</b>	<b>3803</b>	<b>3659</b>	<b>3780</b>	<b>1891</b>
<b>Explosive</b>	<b>25</b>	<b>27</b>	<b>22</b>	<b>13</b>
<b>Firefull</b>	<b>51</b>	<b>71</b>	<b>55</b>	<b>37</b>
<b>Hazmat</b>	<b>42</b>	<b>102</b>	<b>109</b>	<b>33</b>
<b>Tech Rescue</b>	<b>88</b>	<b>115</b>	<b>76</b>	<b>55</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>	<b>N/A</b>
<b>Total Calls</b>	<b>7953</b>	<b>7980</b>	<b>8022</b>	<b>3980</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

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## Fire Station 4

Battalion 4

Sandy Spring Station

17921 Brooke Road, Sandy Spring



### Description

- Ownership: Volunteer (51%), County (49%)
- Employees: 7 Shift Work
- Apparatus Housed Engine (AFRA), Rescue Squad, Tanker, Medic, Utility, Boat
- First Due Area: 20 mi<sup>2</sup>
- Active LOSAP Volunteers: 57
- IECS Volunteers: 42

### Overview

Station 4 sits off the road, behind a small plaza, hidden by trees. It is a big firehouse that houses a ballroom/conference area and the administration staff who manages the ballroom and the Sandy Spring volunteers. There is some interstate traffic usually going north and south on New Hampshire Avenue and west and east on RT 108. There is no METRO rail or train tracks in the first due area.<sup>66</sup> Station 4 personnel do not have the staffing to respond with all of their apparatus, so they must cross-staff the engine and the rescue squad with three people.<sup>67</sup> This deployment model is unique compared to the four person staffing model utilized county wide. Fire Station four has been included in future up staffing plans directed towards achieving four person staffing.

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### **High Risk Areas – Including Hazards**

There are three significant private schools in Station 4's first due area. One school is the Friends School which is a pre-K through 12 coed college preparatory day school founded in 1961. It sits on a 140-acre, wooded campus and emphasizes Quaker values. There are 568 students that attend Friends School (2010 – 2011) with sixty of the students enrolled in the boarding school. Good Counsel High School, a Catholic school that used to be located in Wheaton, is now located in Station 4's first due area. The third private school is Mater Amoris Montessori School. The school has students from the ages of 2½ to 12 years that follow the teachings of Dr. Maria Montessori.<sup>80</sup>

Crime statistics are low in the Sandy Spring area. Total crimes committed in Montgomery County in 2010 totaled 62,944. Sandy Spring and Olney were responsible for 19% of the total. On average from 2007 to 2010, there were 13,655 crime-related incidents. In 2010, the three top crimes were Larceny (2,752); Burglary (696); and, Auto Theft (300). There were forty gang-related crimes in 2010; the top gang crimes for the Sandy Spring area were Possession (3) and Distribution and Larceny (2).

Brighton Dam is in Station 4's first due area. Brighton Dam, completed in 1943, is surrounded by 6,000 acres of wooded property that comprise the WSSC portion of the Patuxent Watershed. Brighton Dam in combination with the Rocky Gorge Reservoir stores a combined surface area of 1,600 acres which is used as potable drinking water by many WSSC customers in Prince George's and Montgomery counties. WSSC sponsors a recreational program on the watershed which allows visitors to pay a fee for engaging in fishing from portions of the shorelines of reservoirs; fishing and recreational boating on areas of the reservoirs; mooring of personal boats; horseback riding on designated bridle trails; and hunting in specific areas. To respond to water rescue incidents at the Rocky Gorge Reservoir, Triadelphia Reservoir (in Station 17's area), and other bodies of water within Station 4's area, Station 4 has a rescue boat (Boat 704).

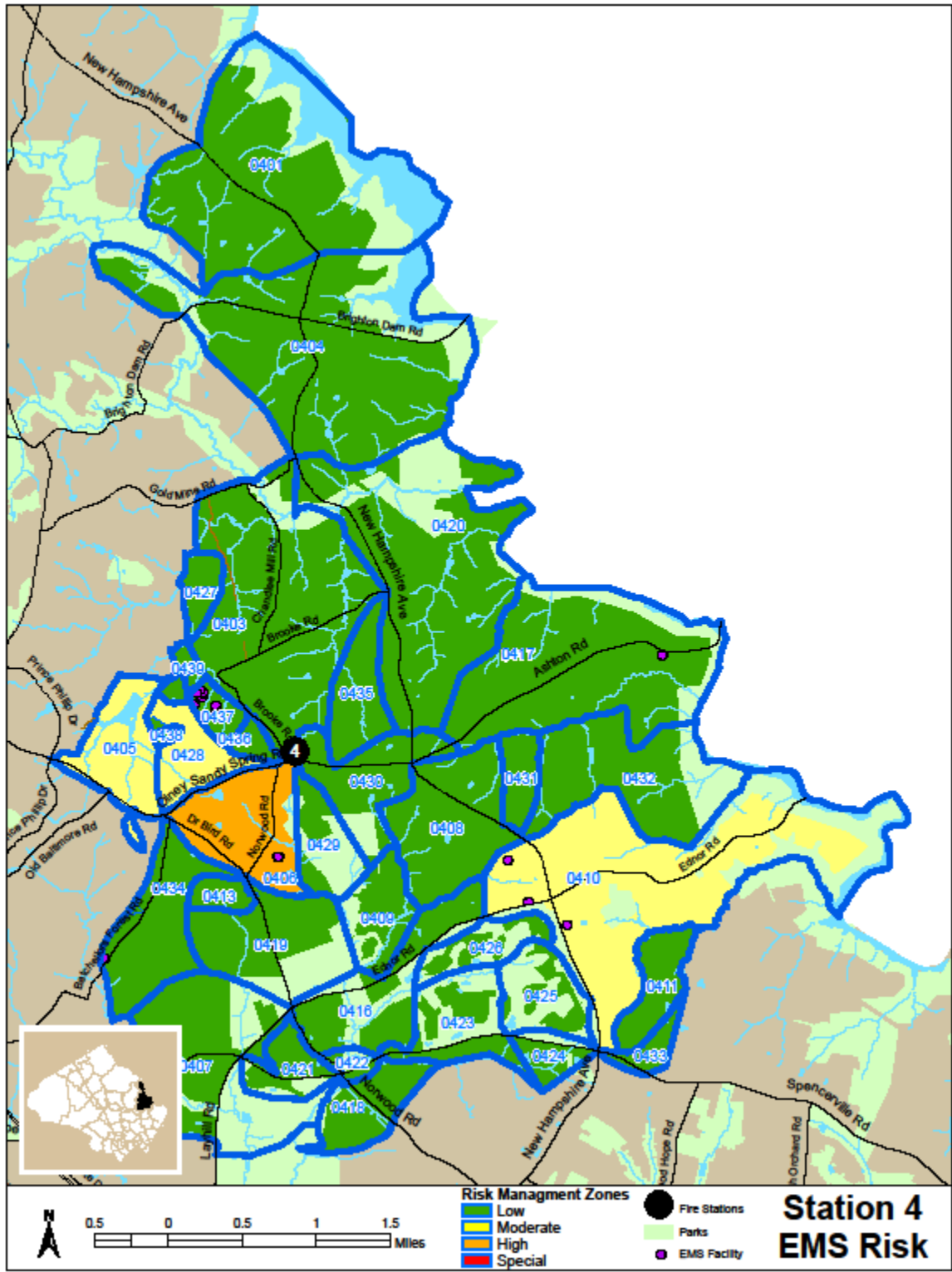
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<b>Station 4 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>216</b>	<b>222</b>	<b>237</b>	<b>131</b>
<b>ALS1</b>	<b>315</b>	<b>341</b>	<b>388</b>	<b>208</b>
<b>ALS2</b>	<b>39</b>	<b>50</b>	<b>43</b>	<b>19</b>
<b>BLS</b>	<b>515</b>	<b>564</b>	<b>574</b>	<b>298</b>
<b>Explosive</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>N/A</b>
<b>Firefull</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>5</b>
<b>Hazmat</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>3</b>
<b>Tech Rescue</b>	<b>N/A</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Water/Ice</b>	<b>4</b>	<b>N/A</b>	<b>2</b>	<b>N/A</b>
<b>Total Calls</b>	<b>1167</b>	<b>1251</b>	<b>1251</b>	<b>707</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

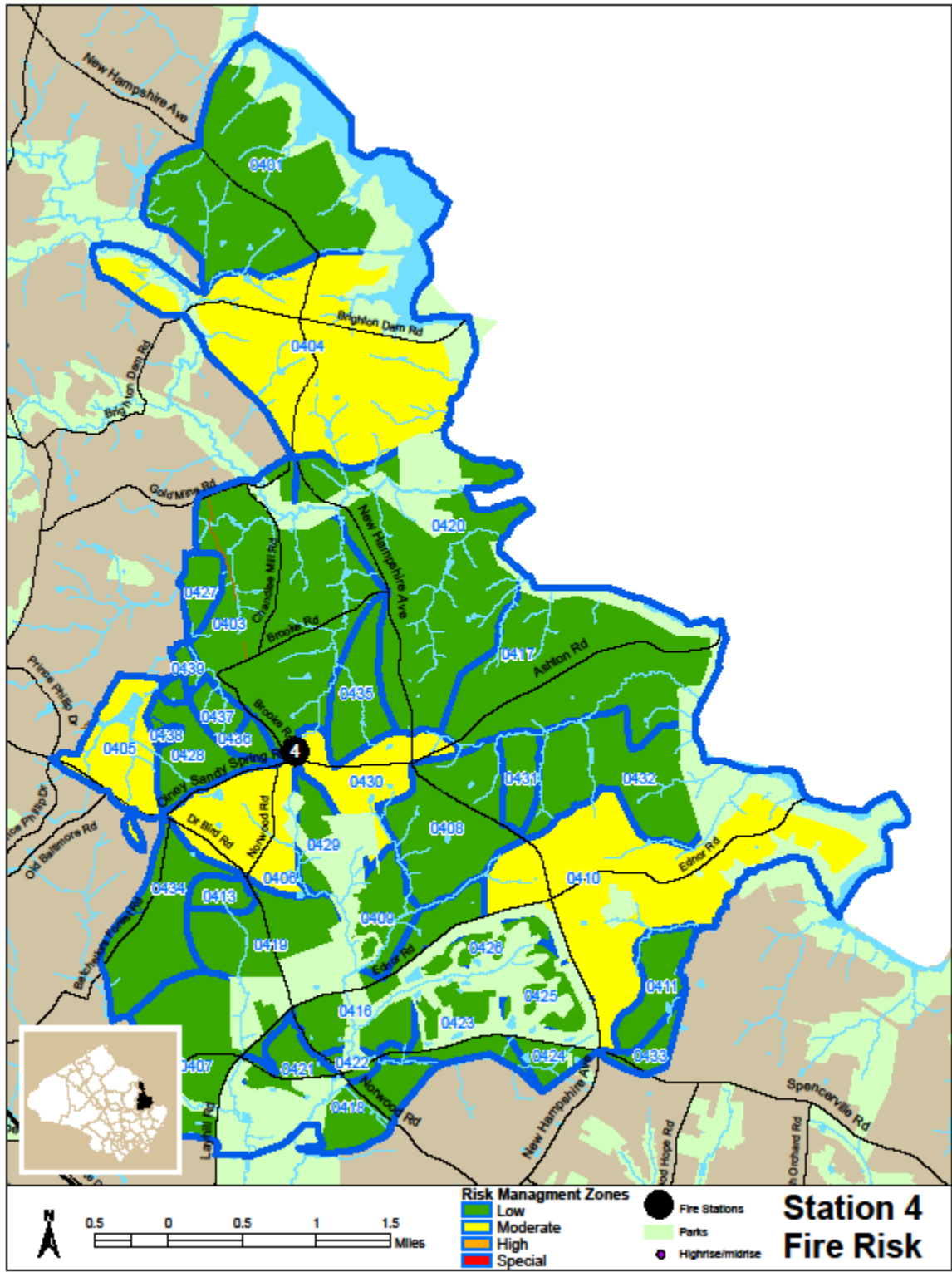


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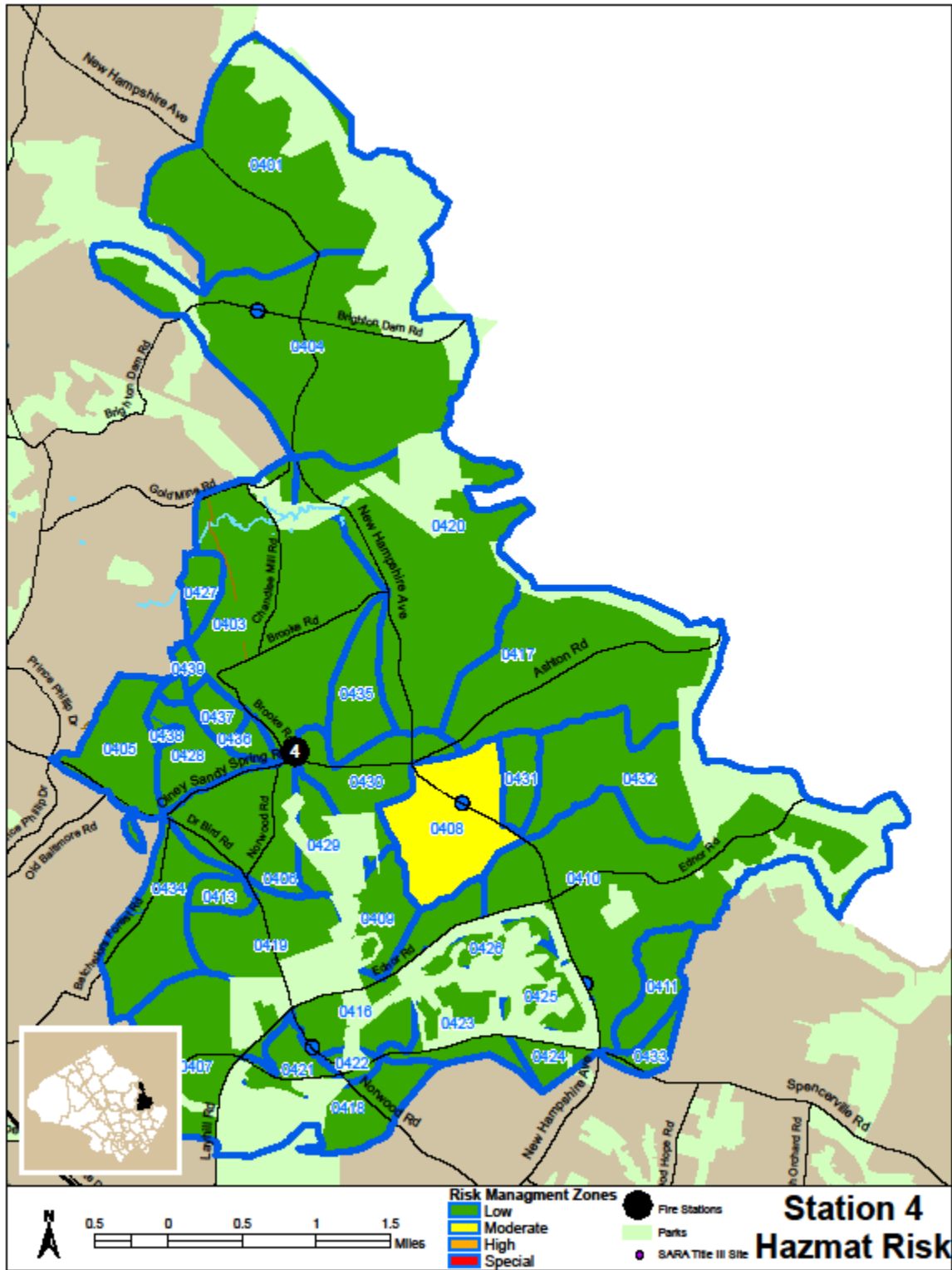




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## COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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### Fire Station 5

Battalion 4

Kensington Station

10620 Connecticut Avenue, Kensington



#### Description

- Ownership: Volunteer
- Employees: 5 Shift Work
- Apparatus Housed: Engine, Ambulance [Medic, Tower, Engine (Staffed by Volunteers)]
- First Due Area: 6.01 mi<sup>2</sup>
- Active LOSAP Volunteers: 107
- IECS Volunteers: 83

#### Overview

The town of Kensington came along decades before the Baltimore & Ohio Railroad constructed its train tracks through the town in 1873. However, it was the B&O Railroad that increased the population as parts of the land of Kensington were sold to build a planned Victorian community in 1890. Kensington started as a summer refuge and eventually evolved into a commuter suburb. By the end of World War II, the town's infrastructure was competed. Kensington became incorporated in 1894 and has stayed primarily a bedroom community but has its commercial enterprises including: the CSX Railroad, Antique Row, Kaiser-Permanente, art shops, restaurants, supermarkets, auto repair shops and hardware stores.

In 1899, after a large fire destroyed a church, the town started thinking about organizing a fire department which was first located in a garage. After a few political issues, the fire department was incorporated in 1925. The fire department moved a few times until it finally settled in 1946 where it stands today, on the corner of a busy, highly-traveled, six-lane avenue (Connecticut Avenue). The town of Kensington is no longer the quaint little Victorian town it set out to be but still has its little

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sub-towns (i.e. Garret Park) that show its history.

#### **High Risk Areas – Including Hazards**

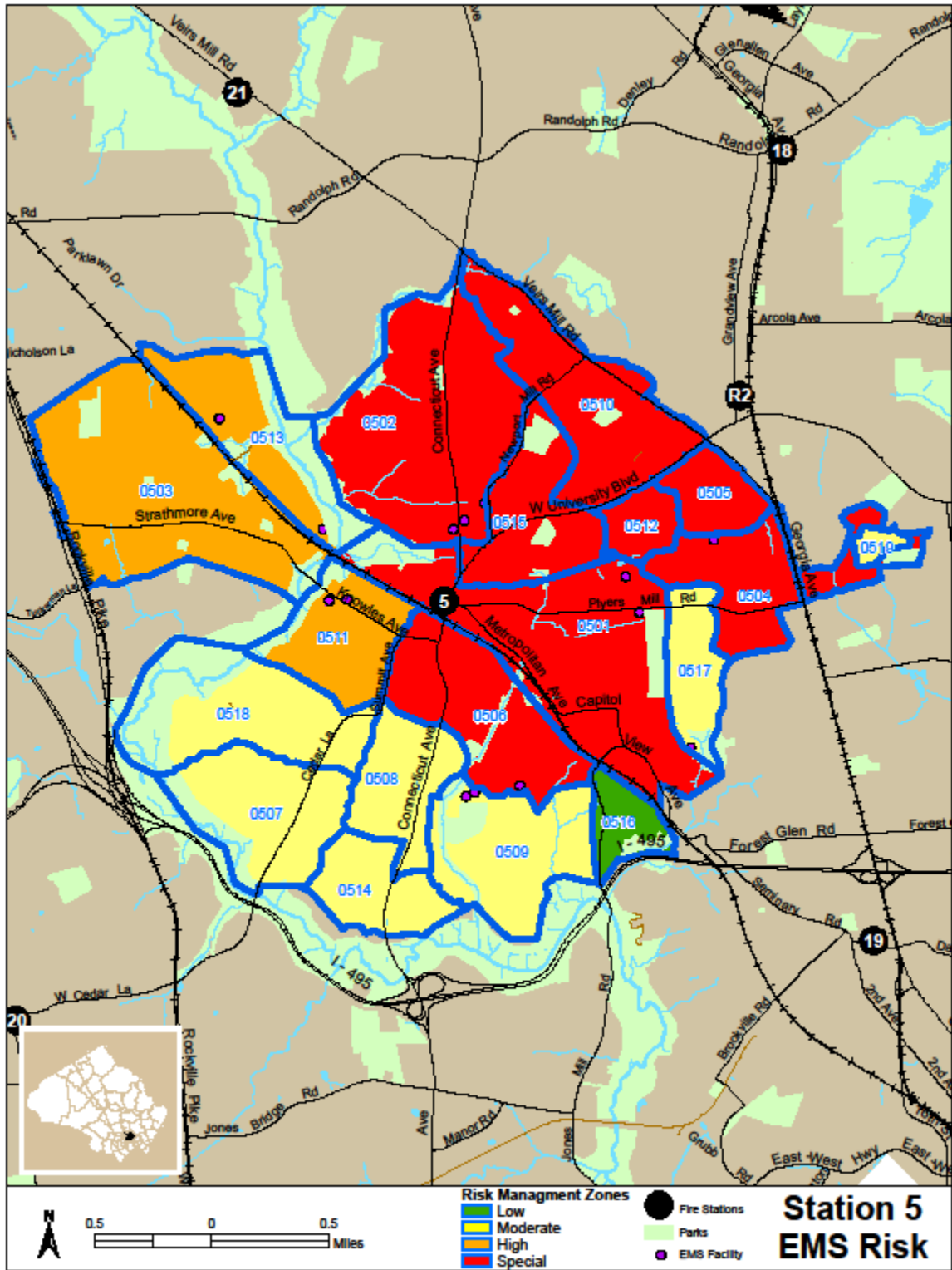
The CSX Railroad, Metropolitan Subdivision Line traverses through the middle of Station 5's first due area. This section of the track is considered one of the main rail lines for the CSX Corporation and is used for transporting both freight cargos as well as commuter rail traffic. The freight railroad component of this system carries large amounts of hazardous materials in bulk shipments throughout Montgomery County. A small portion of the underground METRO Rail system passes underneath the far eastern corner of Station 5's first due area under Georgia Avenue. There is only one METRO vent shaft that opens up in Station 5's area – the Windham Lane Shaft. There are no large interstate highways nor are there any industrial, chemical, or major hazardous materials facilities in Station 5's first due area.

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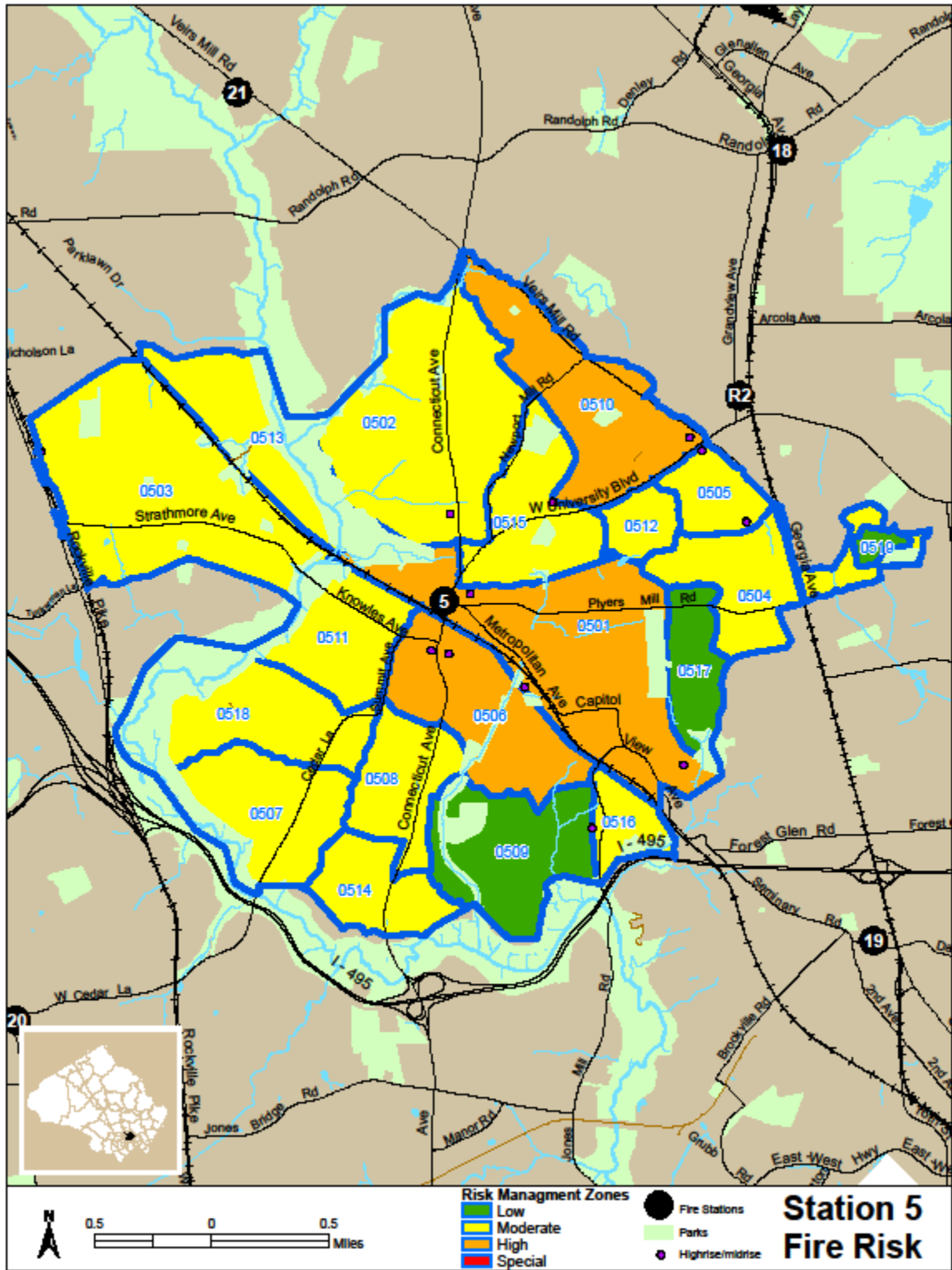
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Station 5 - # of Incidents by Call Type				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>368</b>	<b>418</b>	<b>345</b>	<b>206</b>
<b>ALS1</b>	<b>785</b>	<b>749</b>	<b>790</b>	<b>391</b>
<b>ALS2</b>	<b>104</b>	<b>102</b>	<b>85</b>	<b>43</b>
<b>BLS</b>	<b>1196</b>	<b>1163</b>	<b>1223</b>	<b>551</b>
<b>Explosive</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>3</b>
<b>Firefull</b>	<b>13</b>	<b>18</b>	<b>23</b>	<b>9</b>
<b>Hazmat</b>	<b>28</b>	<b>26</b>	<b>41</b>	<b>13</b>
<b>Tech Rescue</b>	<b>8</b>	<b>13</b>	<b>14</b>	<b>10</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>1</b>	<b>N/A</b>	<b>1</b>
<b>Total Calls</b>	<b>2708</b>	<b>2687</b>	<b>2717</b>	<b>1305</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

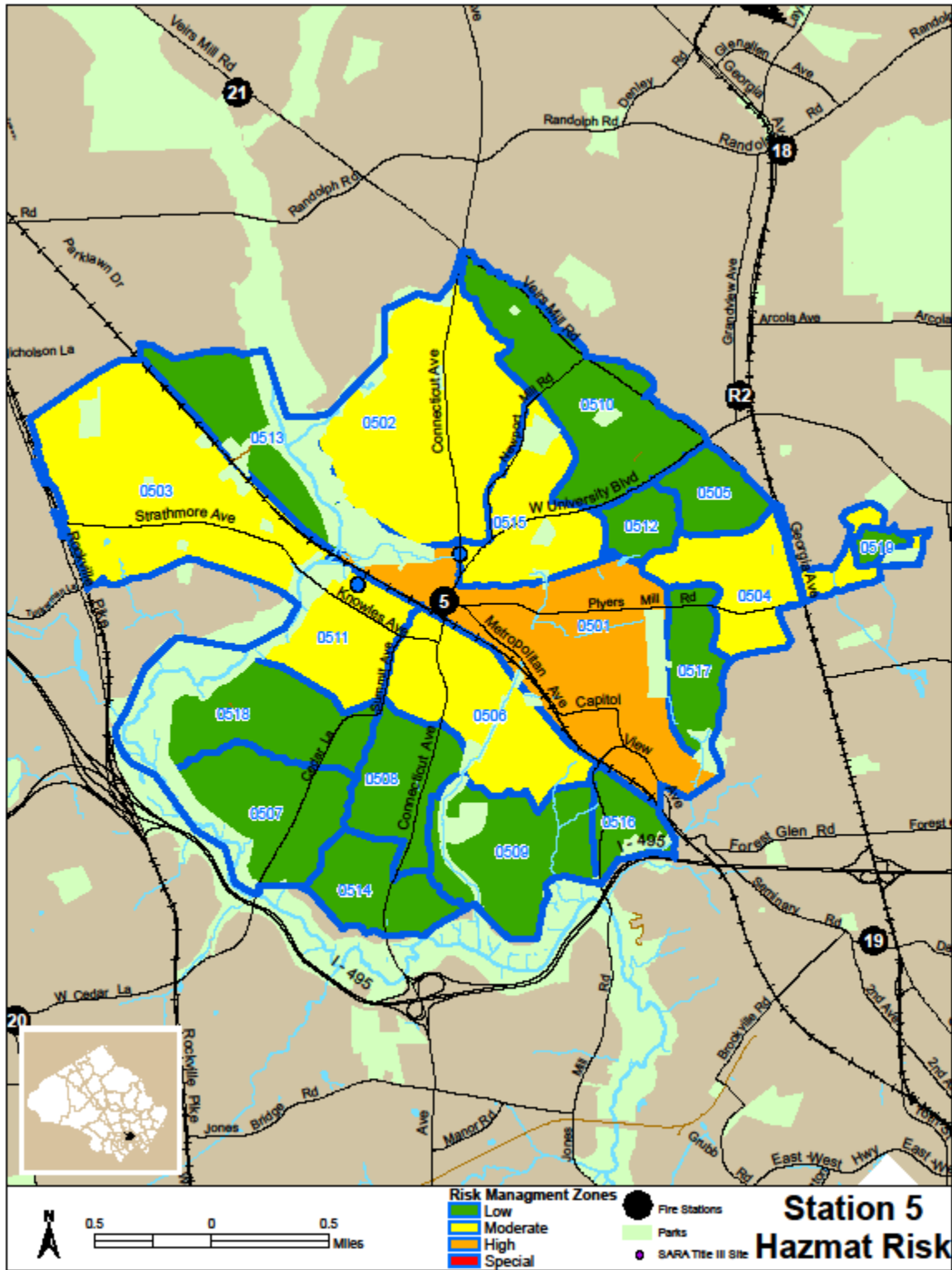
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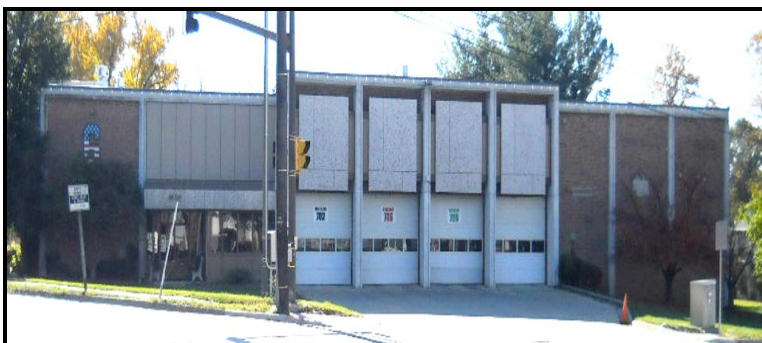
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### Fire Station 6

Battalion 2

Bethesda Station

6600 Wisconsin Avenue, Bethesda



#### Description

- Ownership: Volunteer
- Employees: 7 Shift Work
- Apparatus Housed: Engine (AFRA), Truck
- First Due Area: 3.95 mi<sup>2</sup>
- Active LOSAP Volunteers: 10
- IECS Volunteers: 1

#### Overview

Bethesda is northwest of Washington D.C. and is one of the most affluent and highly educated communities in the country, listed on many popular magazines' lists as a great place to live. Bethesda sits on a major thoroughfare and the original route of an ancient Native American trail. In 1805 it was developed into a toll road called the Washington and Rockville Turnpike (today known as MD Route 355) that carried tobacco and other products between Georgetown, Rockville and Frederick. Soon thereafter, a community grew surrounding the turnpike and the population started to grow. Following World War II, Bethesda expanded due to the developing government, government contractors, medical professionals and other well-known businesses making their claim on the land.

Station 6 has a dynamic combination of high-rises, residential structures, commercial businesses and shopping plazas. A unique aspect of the first due is the heavy concentration of foot traffic, which doubles during normal business hours due to commuters. There is a large quantity of night life as well including ethnic restaurants and bars.

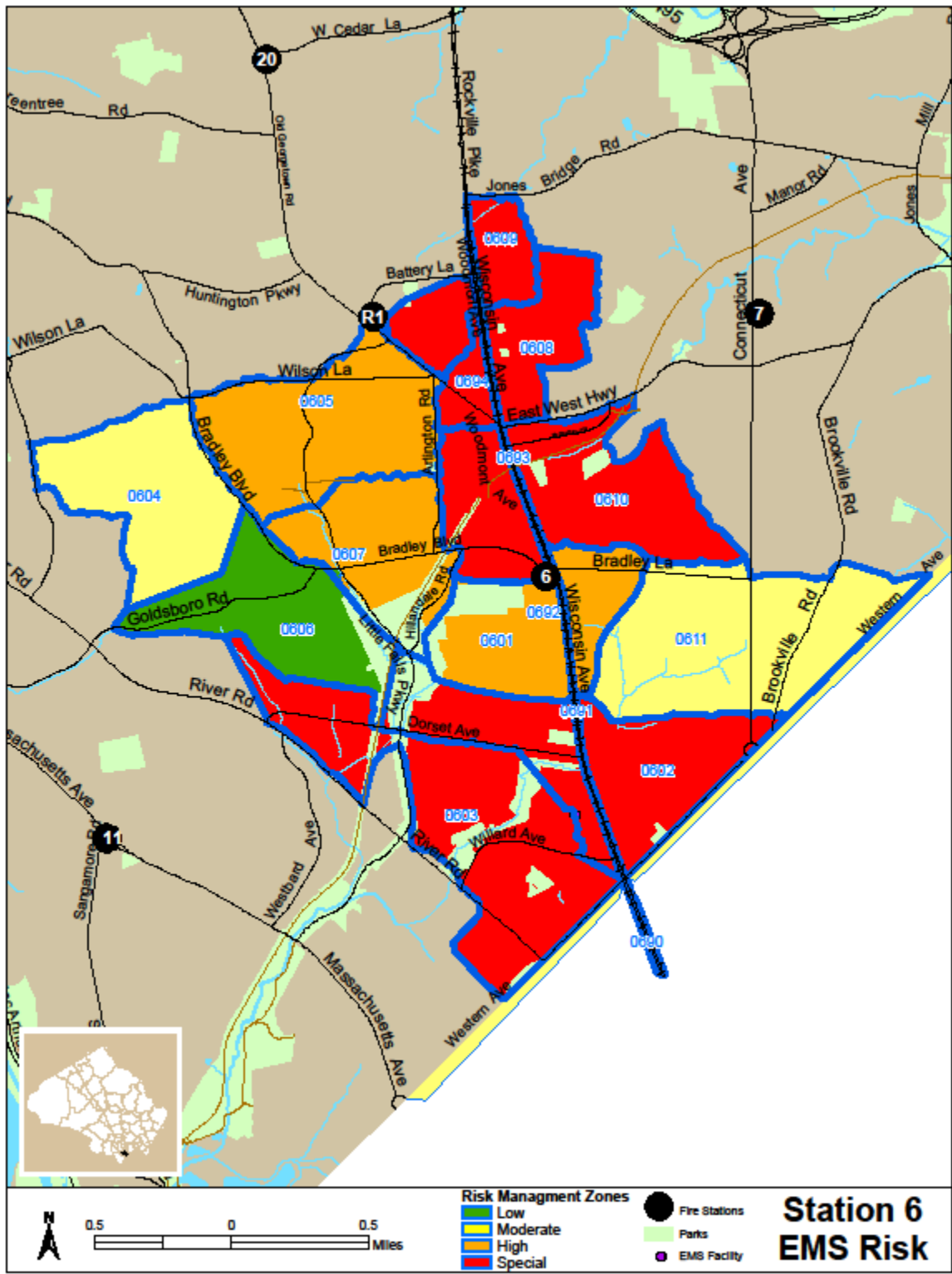
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### High Risk Areas – Including Hazards

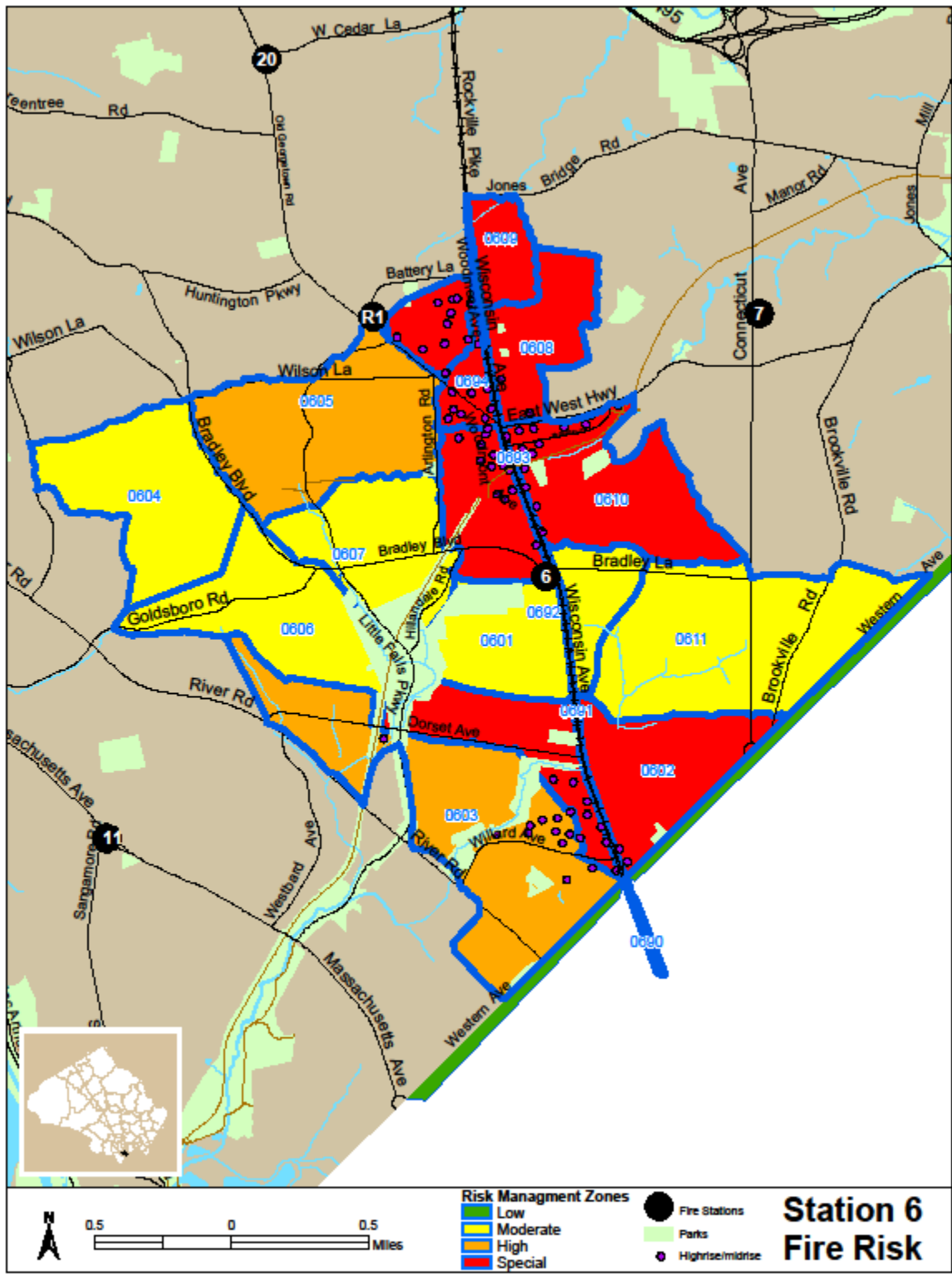
Station 6 has METRO tracks through their first due area and it services two METRO stations: Friendship Heights and Bethesda – just miles apart. METRO services many professionals, visitors, and students. In November 2010, the Friendship Heights METRO had 9,275 pedestrians entering the METRO and 9,250 pedestrians exiting the METRO during the weekdays alone. For weekends during November 2010, 8,849 pedestrians entered the METRO at Friendship Heights and 8,719 exited. In November 2010, the Bethesda METRO had 9,957 pedestrians entering the METRO and 10,148 pedestrians exiting during the weekdays alone. For weekends during November 2010, 8,380 pedestrians entered the METRO at Bethesda and 8,516 exited. There are no industrial, chemical, or biological hazmat plants and/or warehouses in Station 6's first due area.

Station 6 - # of Incidents by Call Type				
Fiscal Year	2010	2011	2012	2013 (1st and 2nd Quarter Only)
Adaptive	628	614	589	306
ALS1	577	604	627	345
ALS2	107	120	83	58
BLS	1090	1109	1124	554
Explosive	5	14	14	8
Firefull	48	34	38	12
Hazmat	20	37	45	22
Tech Rescue	74	93	83	34
Water/Ice	N/A	N/A	N/A	N/A
Total Calls	2739	2833	2773	1416
*Note: Total category includes unfiltered calls - # may exceed sum of call types				

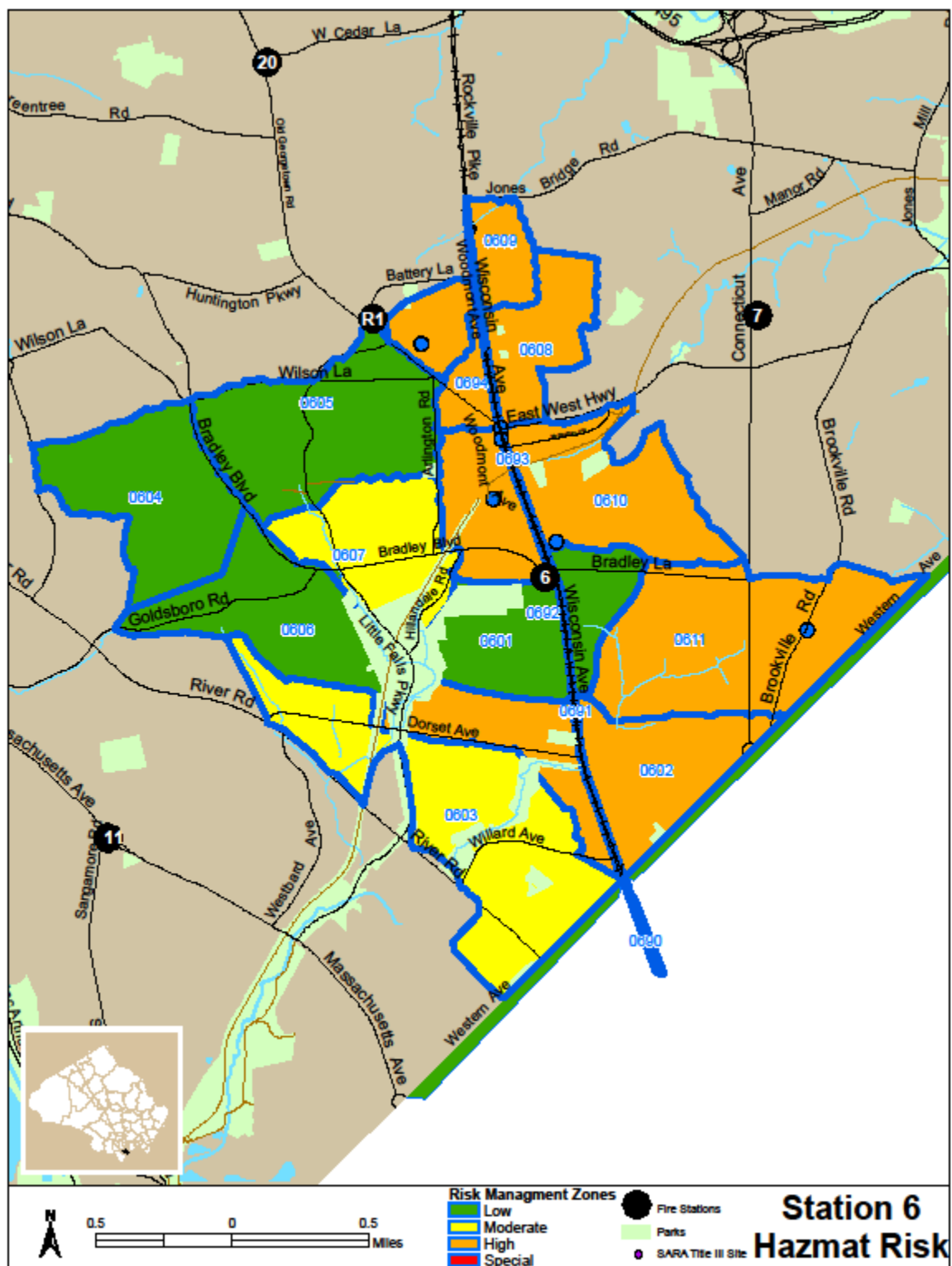
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### Fire Station 7

Battalion 2

Chevy Chase Station

8001 Connecticut Avenue, Chevy Chase



#### Description

- Ownership: Volunteer
- Employees: 4 Shift Work
- Apparatus Housed: Engine, Hazmat Support Unit, Pick-up Truck, Duty Vehicle
- Specialty Team: Hazmat
- First Due Area: 3.58 mi<sup>2</sup>
- Volunteers: 0
- IECS Volunteers: 0

#### Overview

Chevy Chase's history dates back to 1725 when Colonel Joseph Belt received a patent for 560 acres of land which he named "Chevy Chase." There are two stories of where the name came from, but no one knows for certain. The area remained farmland until two politicians bought several parcels of the land to start a "home suburb of the nation's capital" in the late 1800s. Chevy Chase's founders envisioned a distinctive community of handsome homes in a park-like setting with no suggestion of a crowded city, and businesses were mandated to stay at the boundaries. Chevy Chase and the city of Washington D.C. were connected by a streetcar service for the commuters. It is thought today that Chevy Chase remains substantially the same in what its founders envisioned; however, some may beg to differ

Station 7 is proximate to two heavily-traveled highways that have high-volume traffic at any given time or day of the week: Connecticut Avenue (RT185) and East-West Hwy (RT410). Interstate 495 runs through the northern portion of Station 7's area. Across the street from Station 7 is the affluent Columbia Country Club and nearby landmarks include the Chevy Chase Country Club, and many

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foreign embassies.

### **High Risk Areas – Including Hazards**

The personnel at Station 7 must complete a one hundred-twenty hour hazmat technician certification annually which includes one hazmat drill per month. The Hazmat Team averages ten incidents per month.

There are no METRO rail or CSX tracks currently in Station 7's first due area. There is; however, a plan for "light" rail (The "Purple Line") that will operate east and west; from Bethesda to New Carrollton (Prince George's County), with connections to several METRO lines and the MARC commuter rail line. The Purple Line will run through Station 7's area in the right-of-way of an abandoned freight rail branch line. It is hoped that the Purple Line will reduce roadway gridlock in southern Montgomery County. A "light" rail is powered by an overhead wire that can operate at-grade and is compatible with pedestrians and automobile traffic. It is expected the Purple Line will largely run at grade with a few short sections that will run above or below grade. The plan envisions twenty-one stations between Bethesda and New Carrollton, with 60,000 riders a day by 2030.

Of the sixty-six mile Capital Beltway (I495), Station 7 has the worst stretch of the Beltway for collisions from Georgia Avenue to Rockville Pike<sup>145</sup>; mainly due to the winding nature of the road. This stretch of I495 has a history of serious collisions as well as many hazardous material incidents involving tractor-trailers and tankers.

There are no industrial, chemical and/or biological plants or warehouses in Station 7's first due area.

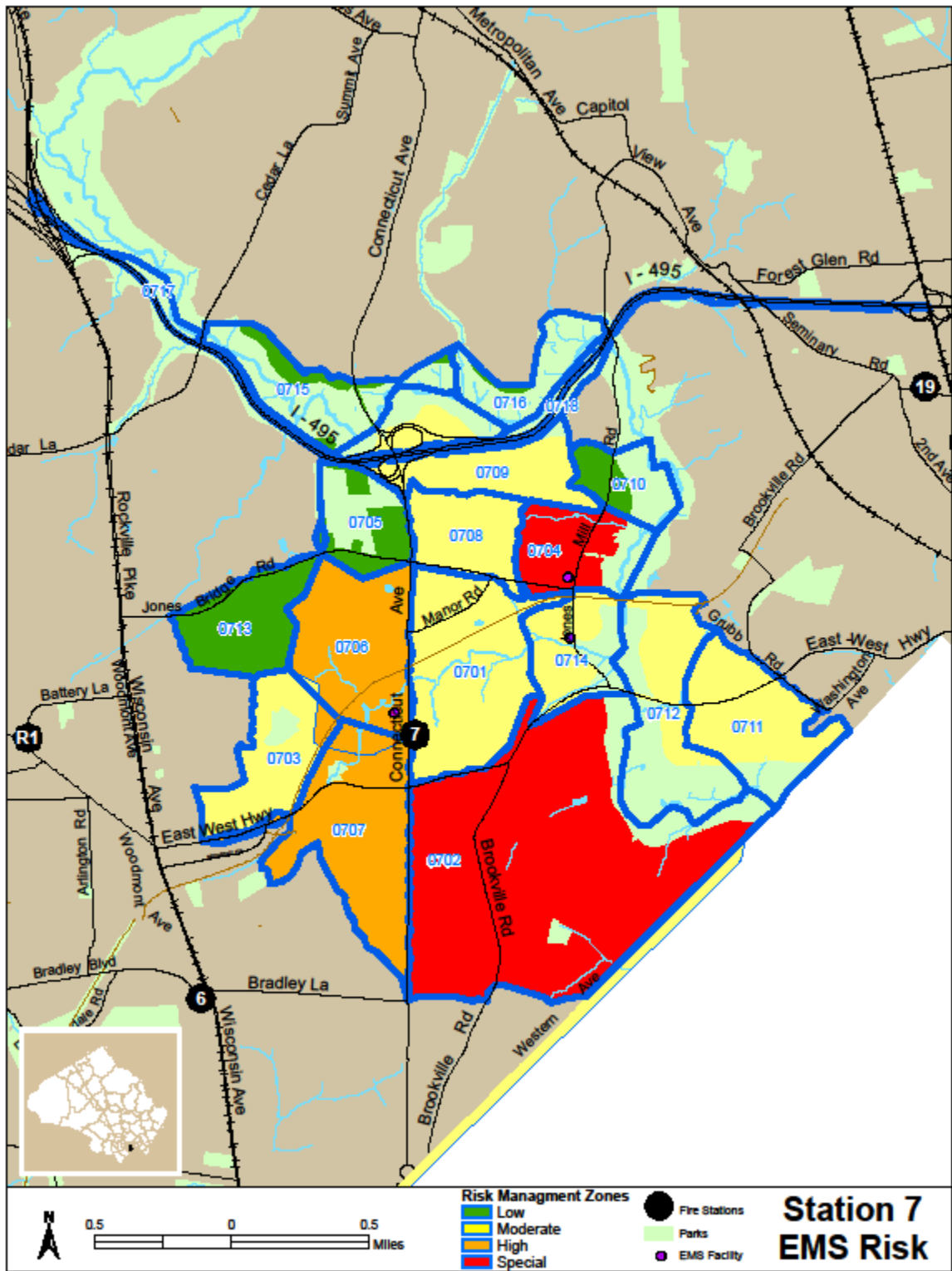
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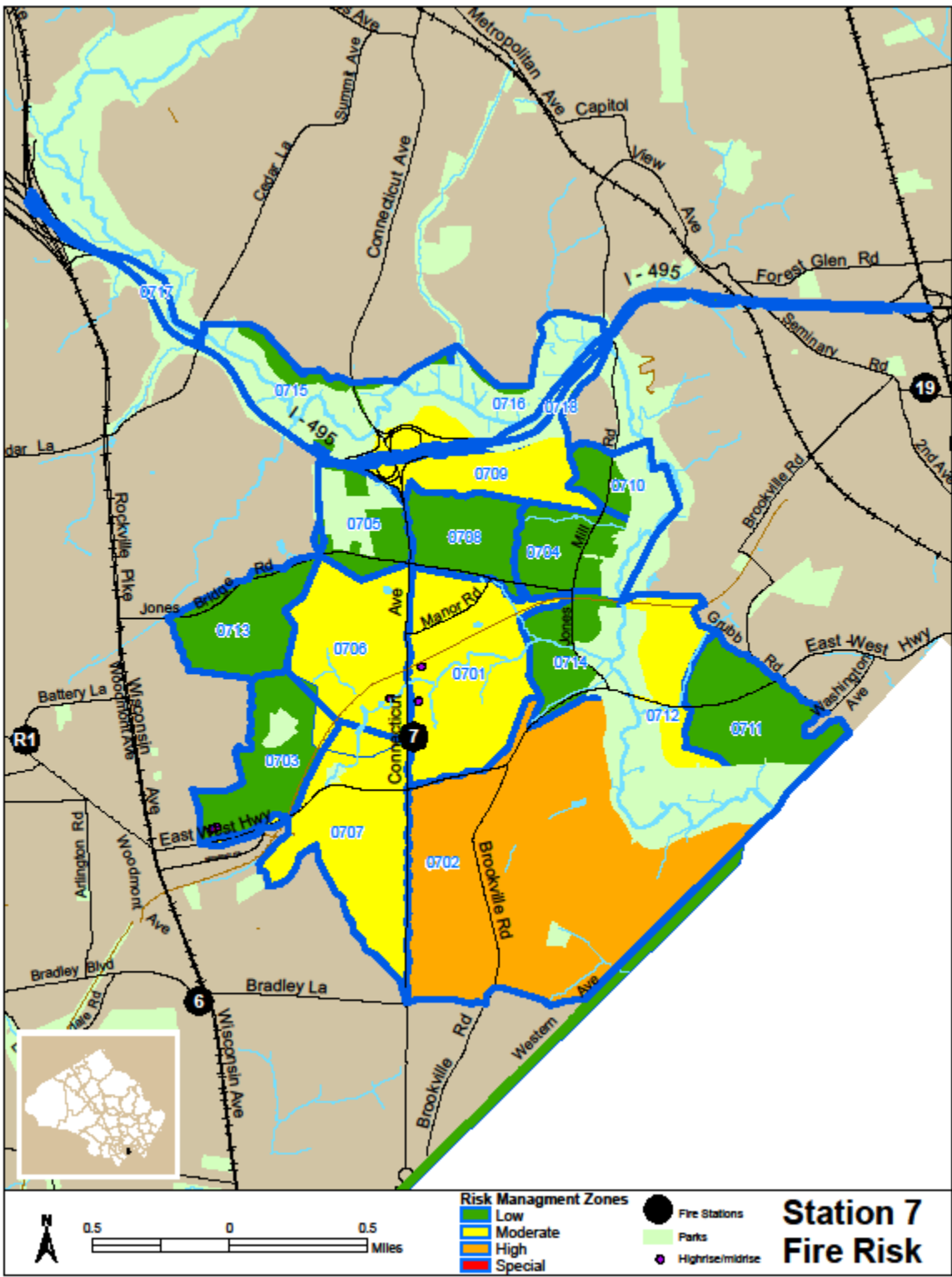
<b>Station 7 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>308</b>	<b>326</b>	<b>290</b>	<b>180</b>
<b>ALS1</b>	<b>469</b>	<b>392</b>	<b>368</b>	<b>206</b>
<b>ALS2</b>	<b>50</b>	<b>50</b>	<b>45</b>	<b>23</b>
<b>BLS</b>	<b>887</b>	<b>810</b>	<b>866</b>	<b>406</b>
<b>Explosive</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>2</b>
<b>Firefull</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>11</b>
<b>Hazmat</b>	<b>10</b>	<b>22</b>	<b>12</b>	<b>16</b>
<b>Tech Rescue</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>5</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>1941</b>	<b>1792</b>	<b>1791</b>	<b>960</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

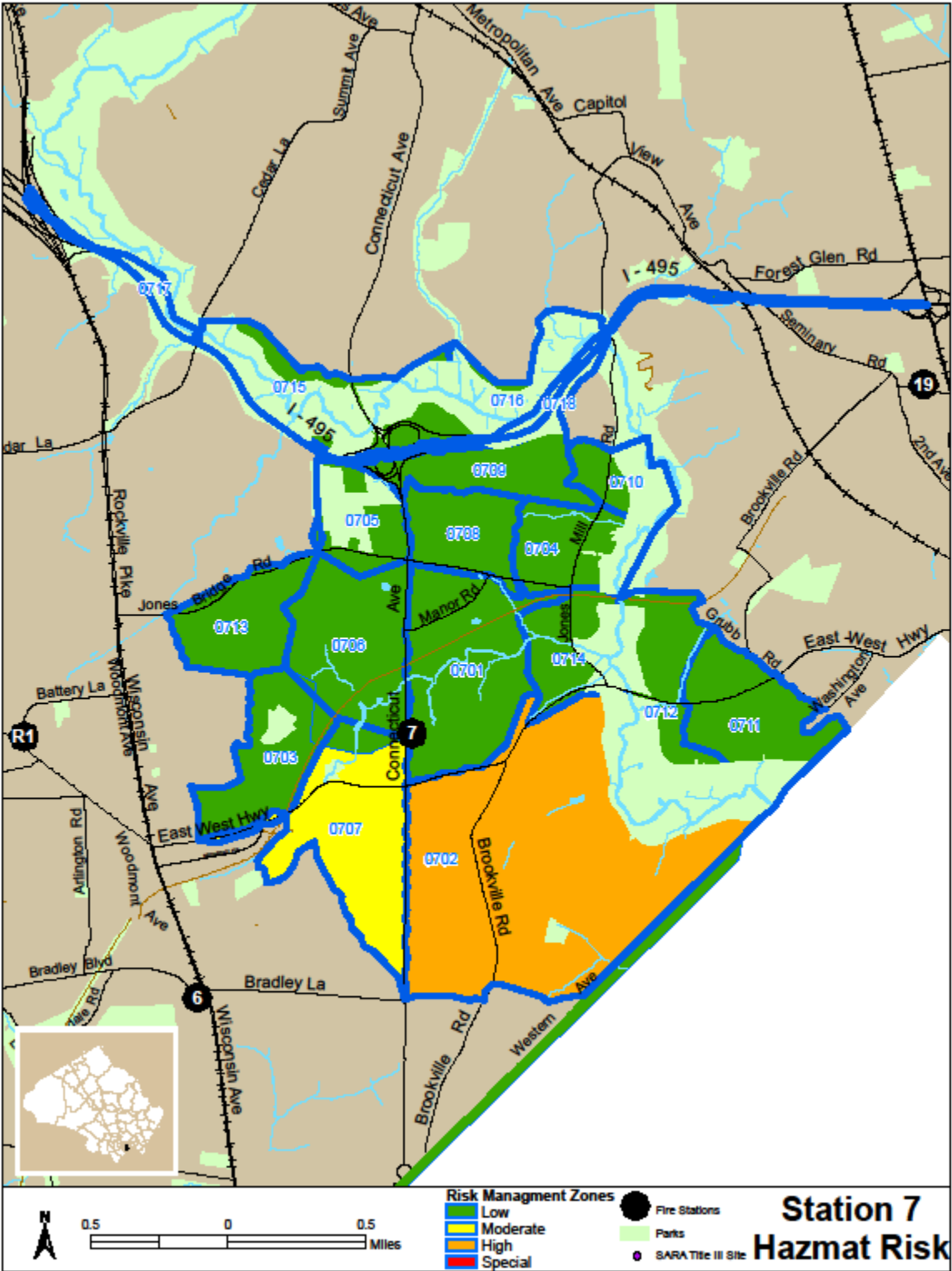


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### Fire Station 8

Battalion 3

Gaithersburg Station

801 Russell Avenue, Gaithersburg



#### Description

- Ownership: Volunteer
- Employees: 12 Shift Work
- Apparatus Housed: Engine, Tower, Ambulance, 2 Medic Units, Brush Truck
- First Due Area: 12.73 mi<sup>2</sup>
- Active LOSAP Volunteers: 52
- IECS Volunteers: 36

#### Overview

Gaithersburg started out as an agriculture settlement in 1765 until the Baltimore and Ohio Railroad was built in 1873. At that time, while it remained primarily an agriculture settlement, it also became a vacation spot for Washingtonians – a place to relax and enjoy the summer. In 1878, Gaithersburg became incorporated, agricultural businesses expanded with the use of the B & O Railroad and the community started to develop. In 1899, the Gaithersburg Latitude Observatory was built as part of an international project to measure the earth's wobble on its polar axis. In June 1961, the National Bureau of Standards broke ground on its first Gaithersburg building bringing with it growth to the city; jobs for citizens living in the area; and, high-technology companies following in suit. In the 1970s the agricultural aspect of Gaithersburg dimmed and technology took over making it the fourth largest incorporated city in the state behind Baltimore, Frederick and Rockville.

The eastern section of the city still has the “mature” value of an old city with some of the original landmarks still in tact. The western section of the city continues to grow and change as well as be the home of major highways and interstates and many major employers in the area: IBM, Lockheed Martin, Kaiser Permanente and a plethora of biotechnology businesses.

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#### **High Risk Areas – Including Hazards**

National Institute of Standards and Technology (NIST), part of the U.S. Department of Commerce, is the nation's first federal physical science research laboratory. The institute broke ground in Gaithersburg in 1961. The scientists and technical staff have made contributions to image processing, DNA diagnostic "chips," smoke detectors and automated error-correcting software for machine tools, to name a few. NIST sits on 593 acres in Station 8's first due area and has approximately twenty-nine buildings. NIST has its own fire department (Station 53 operating an engine and ambulance) that manages the campus' code enforcement and sprinkler systems. The fire department also runs approximately fifty EMS calls and two hundred fifty fire calls on their campus as well as assists Montgomery County in their call load on a single-pull basis. The campus also has a small nuclear reactor which is a device to initiate and control a sustained nuclear chain reaction.

The Gaithersburg Fairgrounds (mentioned above) is a major fire risk with dozens of closely-spaced, unsprinklered, wooden barns and other structures. The fire and EMS risk is particularly high during the annual Montgomery County Agricultural Fair and the Latino Festival when tens of thousands of visitors are present.

Colonial Pipeline runs underground in Station 8's first due area. It is a major interstate pipeline that runs from Houston, TX to New York and delivers finished fuel products to the East Coast.<sup>164</sup> There are also some bio firms in Station 8's area but nothing large.

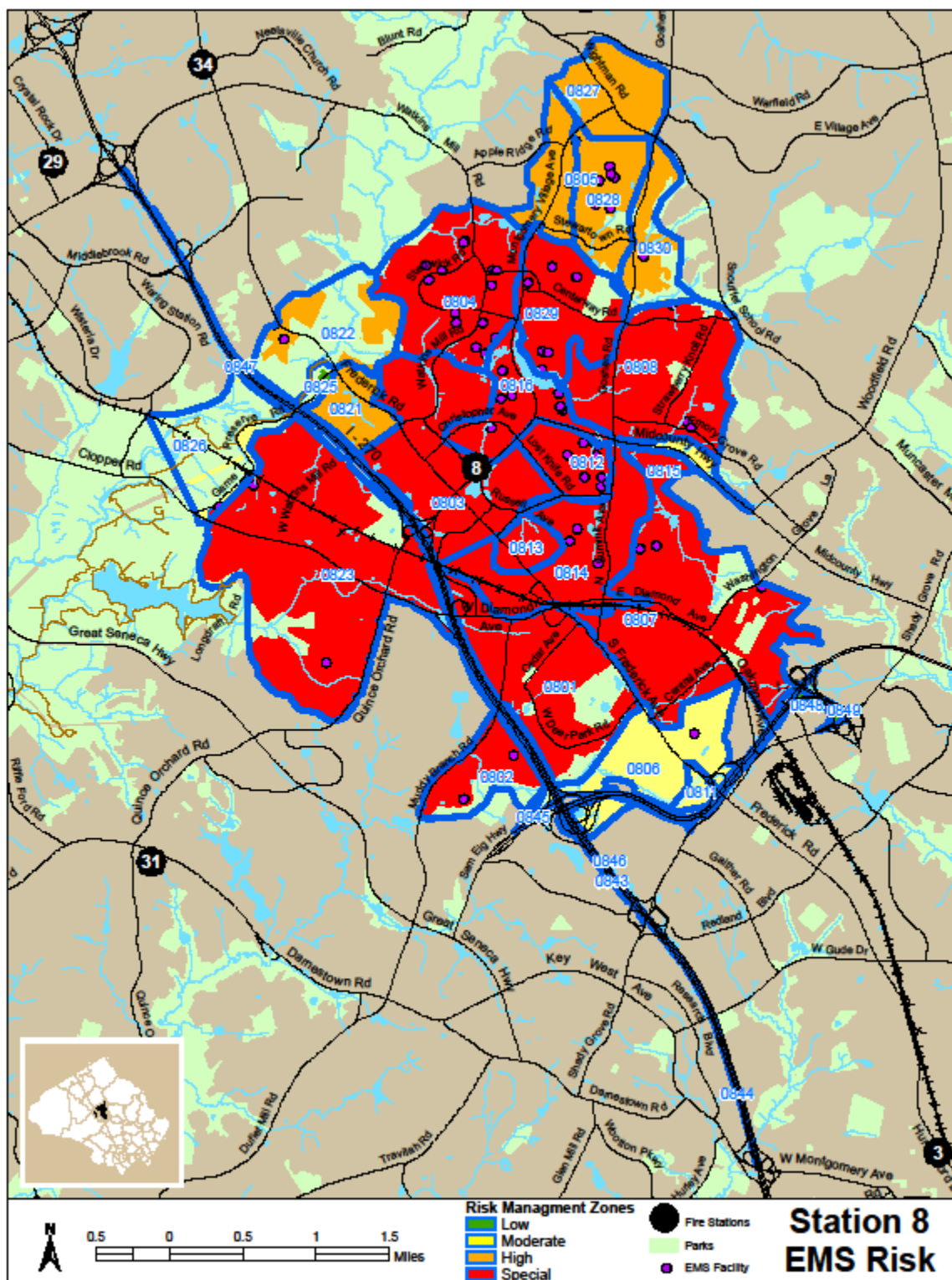
Interstates 270 and 370 and the new ICC run through the first due area as well as CSX and MARC trains. There is no METRO line in Station 8's area.

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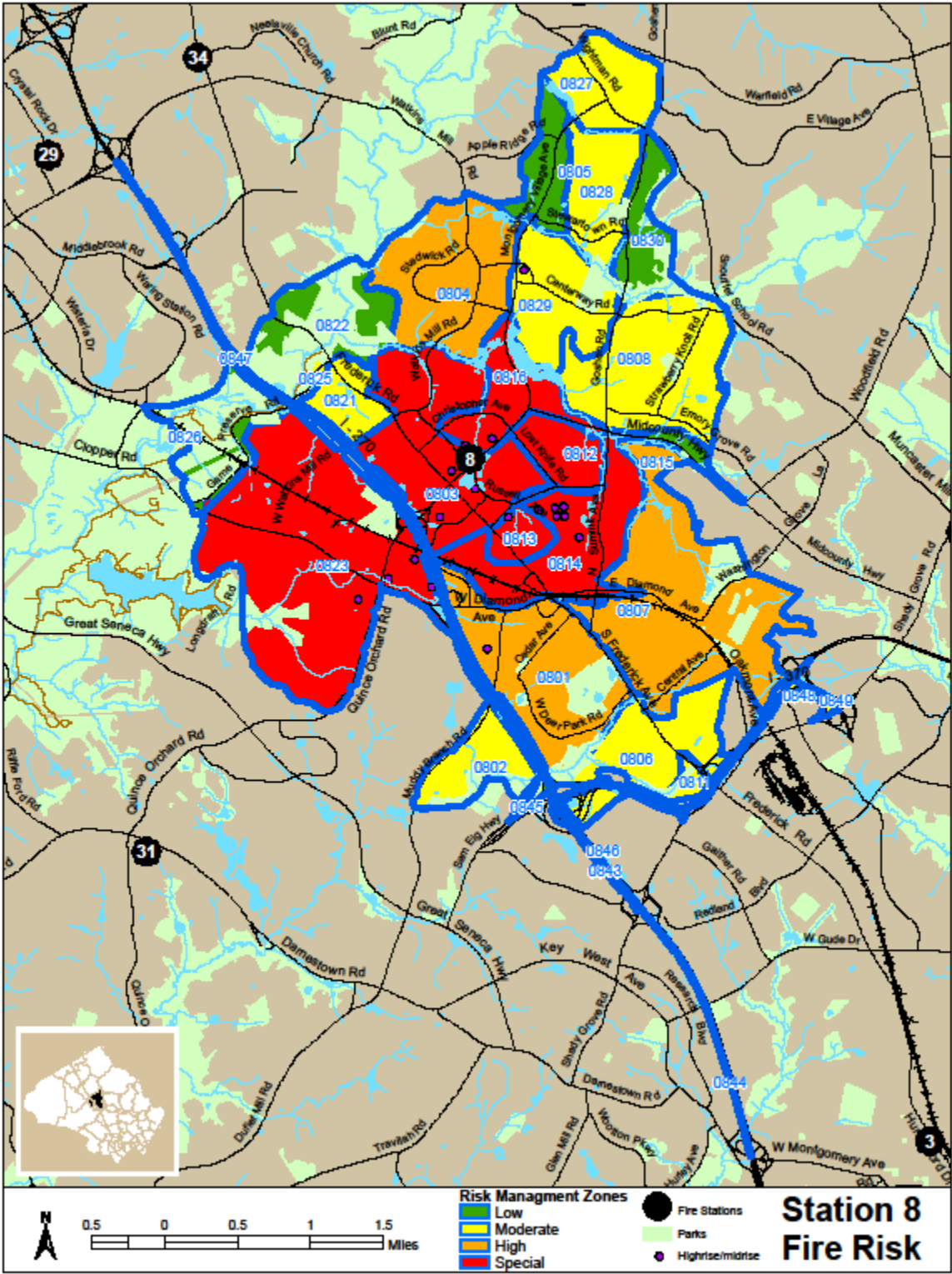
<b>Station 8 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>1034</b>	<b>1038</b>	<b>1014</b>	<b>483</b>
<b>ALS1</b>	<b>2476</b>	<b>2352</b>	<b>2533</b>	<b>1428</b>
<b>ALS2</b>	<b>369</b>	<b>294</b>	<b>256</b>	<b>151</b>
<b>BLS</b>	<b>4164</b>	<b>3994</b>	<b>3952</b>	<b>2001</b>
<b>Explosive</b>	<b>12</b>	<b>16</b>	<b>14</b>	<b>15</b>
<b>Firefull</b>	<b>110</b>	<b>87</b>	<b>99</b>	<b>45</b>
<b>Hazmat</b>	<b>53</b>	<b>116</b>	<b>109</b>	<b>53</b>
<b>Tech Rescue</b>	<b>58</b>	<b>79</b>	<b>63</b>	<b>21</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>1</b>	<b>5</b>	<b>2</b>
<b>Total Calls</b>	<b>8756</b>	<b>8391</b>	<b>8476</b>	<b>4449</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

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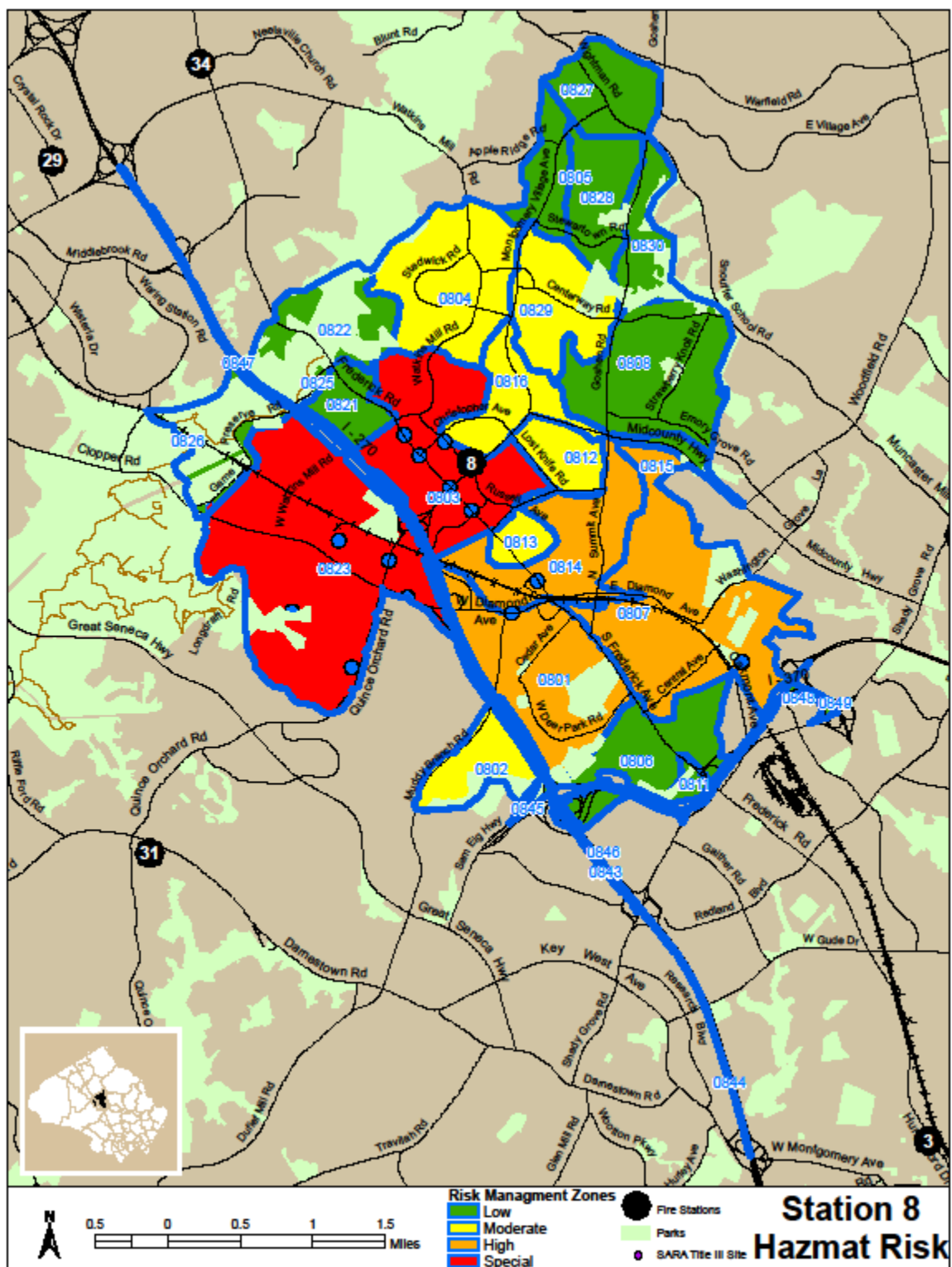


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## Fire Station 9

Battalion 5

Hyattstown Station

25801 Frederick Road, Clarksburg



### Description

- Ownership: Volunteer  
Morton Building (houses both Rescue Engines and tanker)
- Employees: 3 Shift Work
- Apparatus Housed: Engine (AFRA 2 of 3 shifts), Ambulance, Tanker, 2 Brush Trucks, Utility/Plow
- First Due Area: 15.42 mi<sup>2</sup>; Also covers out-of-county area in Frederick County of 15 mi<sup>2</sup>
- Active LOSAP Volunteers: 22
- IECS Volunteers: 5

### Overview

Hyattstown was founded by a Frederick County farmer, Jesse Hyatt, in 1798. The town was incorporated by the Maryland legislature in 1809 and with RT355 going through the area, the population grew and the town's economy was stimulated. When the Baltimore and Ohio Rail line came to the area the town's economy shifted to a more agricultural state than its original business owners: blacksmiths, carpenters, shoemakers, etc. In 1986, Hyattstown was named one of the largest groupings of relatively unaltered 19<sup>th</sup> century buildings in the U.S.<sup>169</sup> The fire department was founded on May 1929 by the citizens of the community.

Fire station 9 runs an AFRA two of the three shifts because paramedics are assigned there on those shifts. The AFRA goes into service when they are working. Station 9 is not currently a four-person AFRA due to their three-person staffing.

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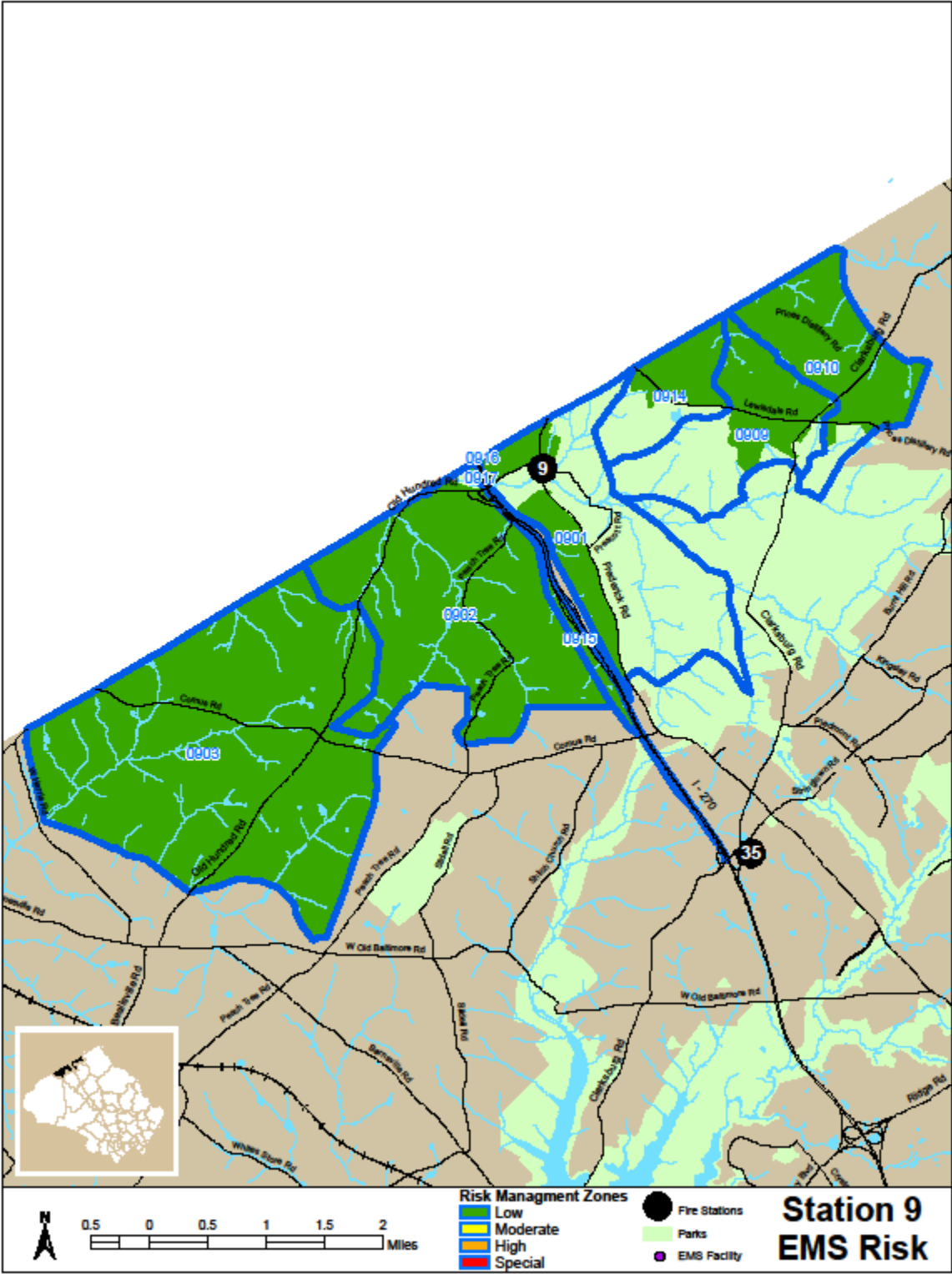
### High Risk Areas – Including Hazards

Interstate 270 runs through Station 9's first due area and is the main road network between northern Montgomery County and Frederick County. Hazardous materials are transported by truck and tankers along I270. There are no industrial, chemical, and/or biological hazardous material plants or warehouses in Station 9's area.

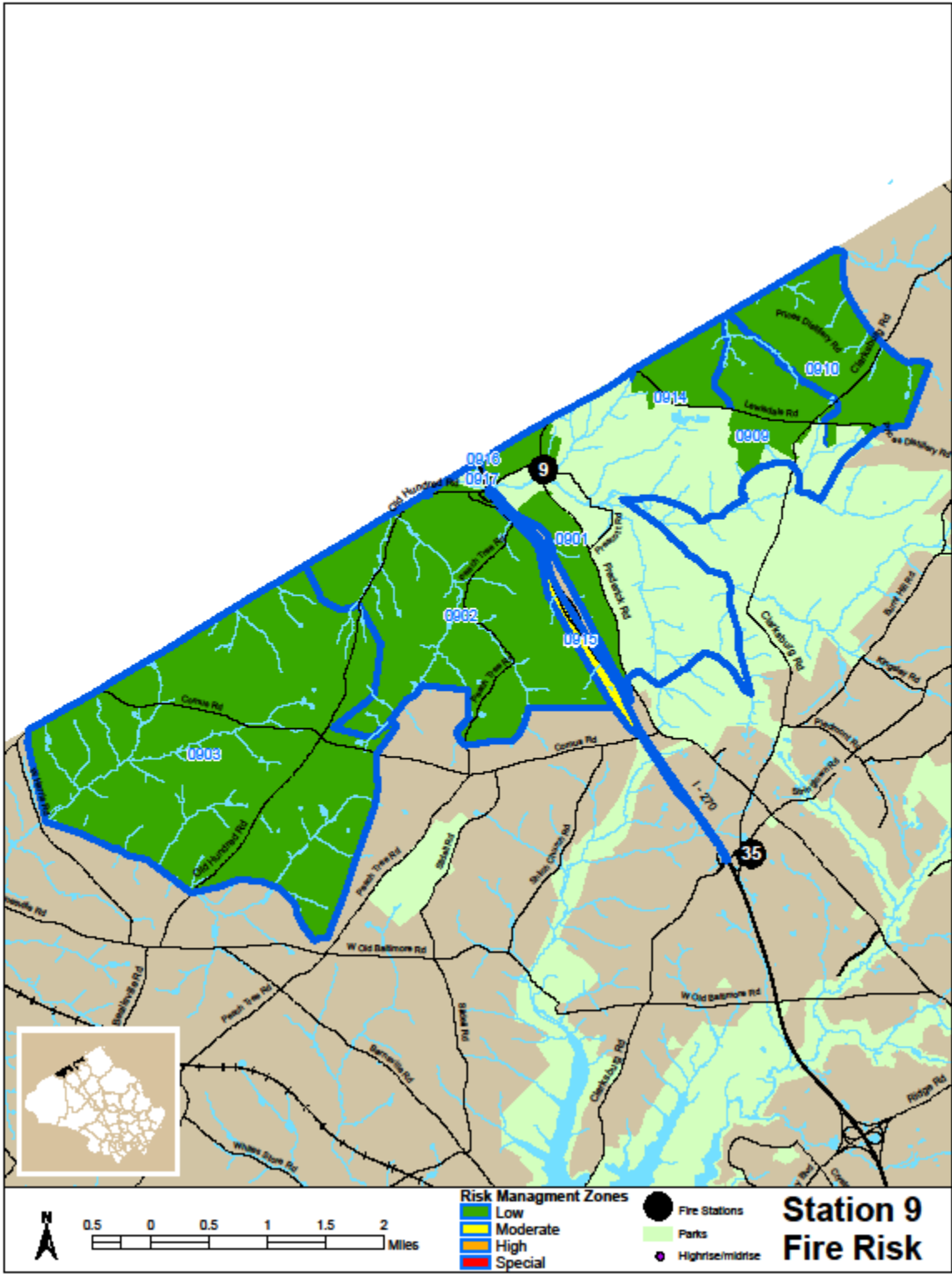
Little Bennett Park and Sugarloaf Mountain (see above) present significant risks for rescue of injured hikers/horseback riders and for brush fires. Both have limited access for fire department vehicles, making many areas of the parks difficult to reach to effect rescues and fire fighting.

Station 9 - # of Incidents by Call Type				
Fiscal Year	2010	2011	2012	2013 (1st and 2nd Quarter Only)
Adaptive	35	41	37	20
ALS1	33	44	41	24
ALS2	3	2	1	1
BLS	70	84	81	38
Explosive	1	N/A	N/A	N/A
Firefull	1	2	2	N/A
Hazmat	2	2	1	1
Tech Rescue	N/A	N/A	N/A	N/A
Water/Ice	N/A	N/A	N/A	N/A
Total Calls	168	198	181	92
*Note: Total category includes unfiltered calls - # may exceed sum of call types				

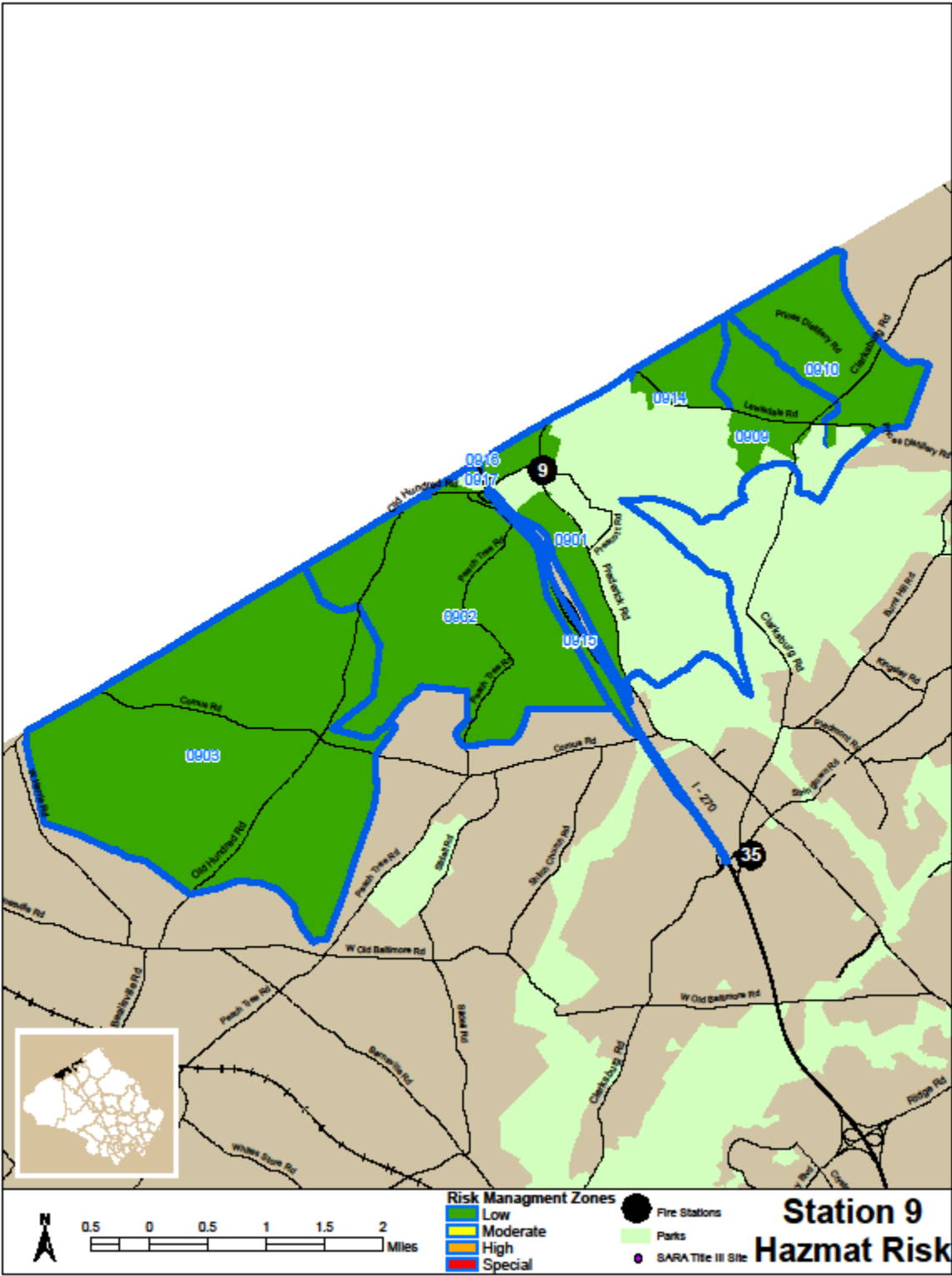
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### Fire Station 10

Battalion 2

Cabin John Station

8001 River Road, Bethesda



#### Description

- Ownership: County
- Employees: 6 Shift Work; 2 Day Work  
(8 total on weekdays)  
(6 total on nights/weekends)
- Apparatus Housed: 2 Engines\*, 2 Ambulances\*, Tiller Truck, Brush Truck, 2 Cars, Utility, Boat Support Unit, 4 Boats \*includes reserve engine and ambulance
- Specialty Team: Swift Water Rescue
- First Due Area: 9.5 mi<sup>2</sup>
- Active LOSAP Volunteers: 50
- IECS Volunteers: 46

#### Overview

In 1930, the community started its own fire department, with the firehouse built on MacArthur Boulevard at Seven Locks Road. The firehouse became the center for community affairs and beloved by the residents of the area. In 1984, the firehouse on MacArthur Boulevard was sold and the station was moved to its present location on River Road near Seven Locks Road where it is more centrally located to serve the area more efficiently. The station is located about .1 mile from Interstate 495 – the section running between Interstate 270 and Northern Virginia.

The personnel at Station 10 are members of the River Rescue Team. They endure grueling, countless training hours to prepare for the many calls they receive for rescues on the Potomac River, C & O canal, and associated trail system (from which patients are frequently evacuated by river to a suitable extraction location. The employees need to complete a Montgomery County Swift Water



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Rescue Specialist Packet. The packet includes training in the areas of PPE & equipment, swimming, ropes, self rescue, ice rescue, boat operations, area, knowledge, shallow water operations, helicopter operations and low head dams. It normally takes one year of specialty assignment to cover all the topics and test on the specifics. The team then does yearly recertification on all the water skills in May.

#### **High Risk Areas – Including Hazards**

There is significant interstate traffic flowing through Station 10's first due area. There are two major interstate highways and two major parkways located in the first due: I270 spur is a 2.1 mile interstate connector that supports nearly 250,000 vehicles between I495 and I270. Station 10 also serves a portion of I495 which surrounds the United States Capital of Washington D.C. The highway is known as the Capital Beltway and supports over 250,000 vehicles daily. The Cabin John Parkway is 1.5 miles that carries significant commuter traffic between I495 and the Clara Barton Parkway. The Clara Barton Parkway is a Montgomery County commuter parkway that connects MacArthur Boulevard, I495, and terminates at Canal Road in Washington D.C. This parkway carries significant commuter traffic.

Located in Station 10's first due area is the Naval Surface Weapons Center (NSWC) at Carderock. This particular facility specializes in ship design and integration; environmental quality systems, hull forms and propulsors; structures and materials; signatures, silencing systems, and susceptibility; machinery systems; and vulnerability and survivability systems. The division's expertise span more than forty disciplines, from electrical and mechanical to engineering to computer engineering and physics. There are some classified areas that require fire department staging and may be left to burn on orders of the base commander should an incident occur. The base does maintain explosives on site and their locations are known to responders. There is a federally operated Fire Station on site (Station 52) that only operates an engine and is staffed with four personnel twenty-four hours a day.<sup>198</sup> MCFRS has a mutual aid agreement with this fire department.

Carderock, part of the C & O Canal National Historical Park located adjacent to NSWC, is probably best known for its ample rock climbing opportunities up to eighty feet directly above

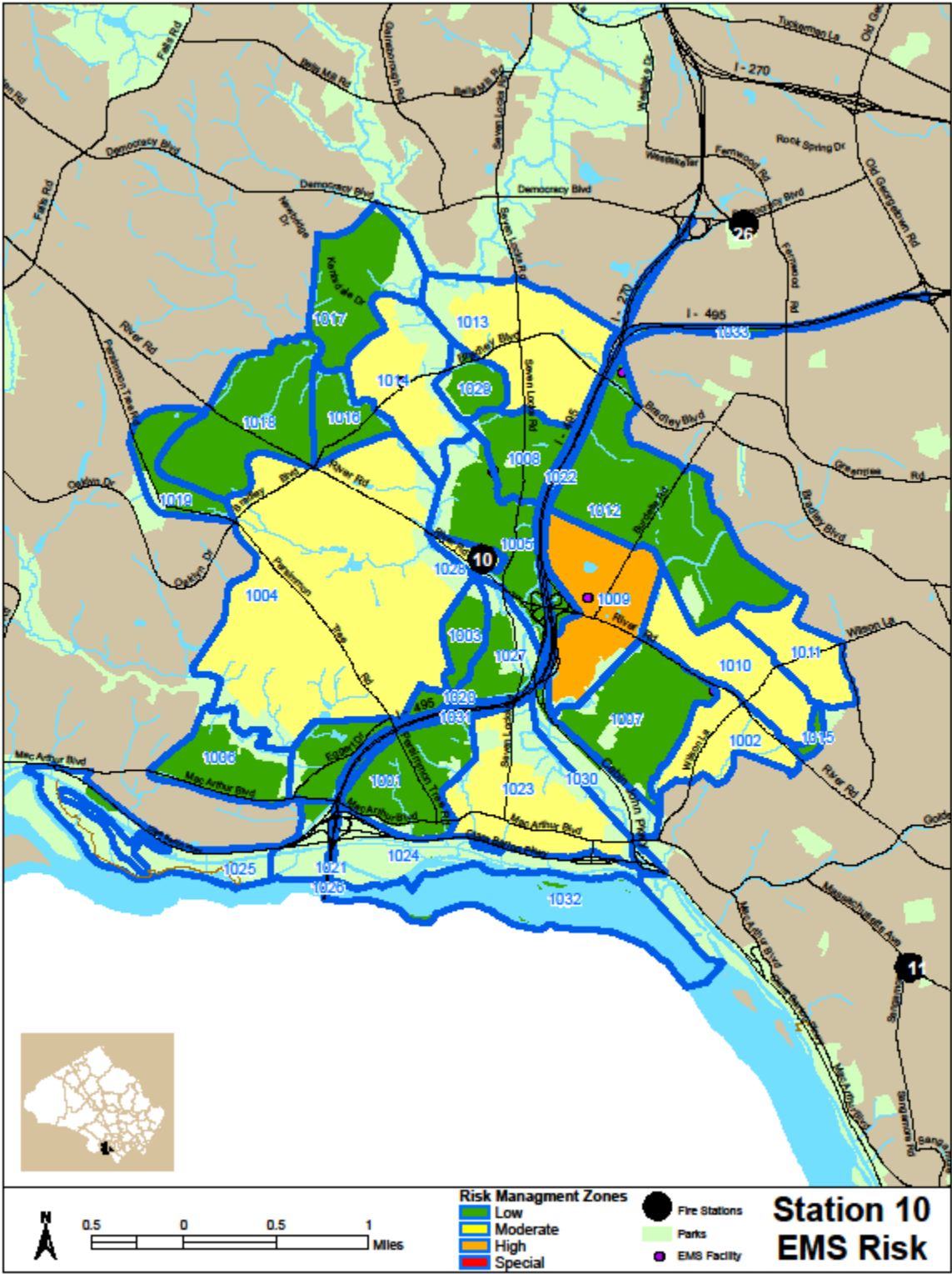


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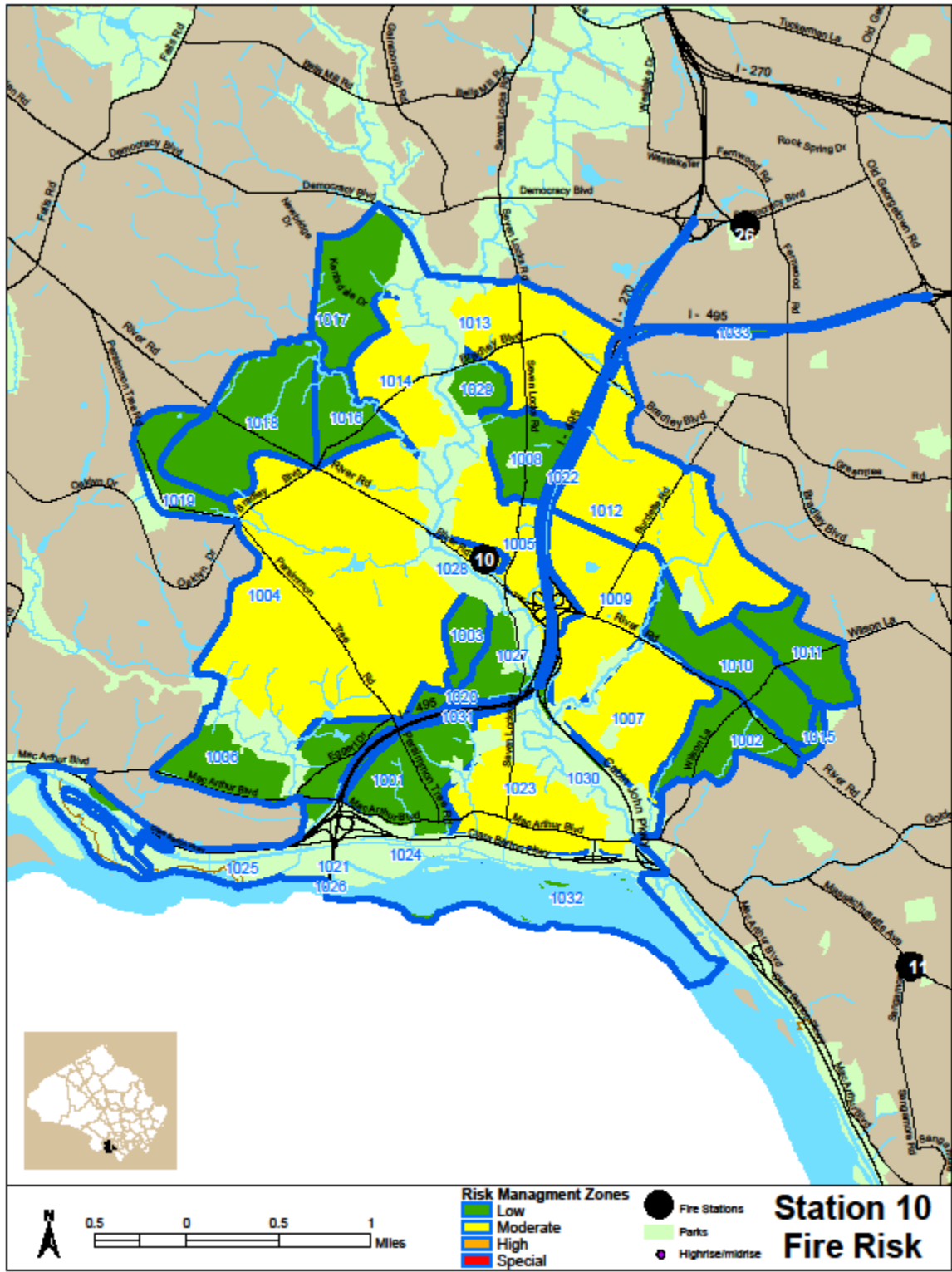
the Potomac River. Runners and hikers enjoy the picturesque sections of the canal and others enjoy the picnic areas. There are many paths that go off the canal towpath. One of them, the Billy Goat Trail, is a 4.7 mile hiking trail that follows the path between the canal and the Potomac River within the National Park. The trail has three sections: A, B, and C, with A being more difficult than the other sections. Section A is the most popular because it takes hikers through a rocky terrain, scaling a steep cliff face that has minimal foot room and scramble over huge boulders. Section B has one area where hikers traverse a sizeable rock face, and Section C is an easy walk with no real hazards. The three sections do not connect directly with each other but are connected along the C & O Canal towpath.

Station 10 - # of Incidents by Call Type				
Fiscal Year	2010	2011	2012	2013 (1st and 2nd Quarter Only)
Adaptive	359	379	271	172
ALS1	255	276	264	138
ALS2	44	38	38	25
BLS	680	595	631	290
Explosive	1	4	1	N/A
Firefull	12	6	14	8
Hazmat	9	23	25	10
Tech Rescue	3	10	7	3
Water/Ice	1	1	3	1
Total Calls	1454	1435	1361	683
*Note: Total category includes unfiltered calls - # may exceed sum of call types				

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